Union Calendar No. 681

98th Congress, 2d Session - - - - - - - - - - - - House Report 98-1198

(98-90)

SUMMARY

OF

LEGISLATIVE ACTIVITIES

NINETY-EIGHTH CONGRESS

FIRST SESSION { Convened JANUARY 3, 1983
Adjourned NOVEMBER 18, 1983

SECOND SESSION { Convened JANUARY 23, 1984
Adjourned OCTOBER 12, 1984

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

U.S. HOUSE OF REPRESENTATIVES

JANUARY 3, 1985.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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*Not counted against Democrat/Republican ratio.
**Elected February 2, 1983 (H.Res. 51).
***Elected March 1, 1983 (H.Res. 108).

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To amend the Federal Aviation Act of 1958 to provide for the revocation of the airman certificates and for additional penalties for the transportation by aircraft of controlled substances (Public Law 98-499) 27
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To designate the U.S. Post Office and Courthouse located at 245 East Capitol Street, in Jackson, MS, as the "James O. Eastland United States Courthouse" (Public Law 98-521) 29
To designate that hereafter the Federal building at 100 West Capitol Street in Jackson, MS, will be known as the "Dr. A.H. McCoy Federal Building" (Public Law 98-522) 29
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To designate the U.S. Federal building in Las Vegas, NV, as the "Foley Federal Building" (Public Law 98-583) 34
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LETTER OF SUBMITTAL

HOUSE OF REPRESENTATIVES,
Washington, DC, January 3, 1985.

Hon. BENJAMIN J. GUTHRIE,
Clerk, House of Representatives,
H324 Capitol, Washington, DC.

DEAR MR. GUTHRIE: Pursuant to section 1(d) of Rule XI, I hereby submit a report on the activities of the Committee on Public Works and Transportation for the 98th Congress.

Every best wish.

Sincerely,

JAMES J. HOWARD, *Chairman.*

Enclosure.

Union Calendar No. 681

98TH CONGRESS
2d Session

HOUSE OF REPRESENTATIVES

REPORT
98-1198

SUMMARY OF LEGISLATIVE ACTIVITIES—COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

JANUARY 3, 1985.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

---

Mr. HOWARD, from the Committee on Public Works and Transportation, submitted the following

REPORT

PROVISIONS OF THE RULES OF THE HOUSE OF REPRESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES JURISDICTION OF THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

"RULE X

"ESTABLISHMENT AND JURISDICTION OF STANDING COMMITTEES

"The Committees and Their Jurisdiction

"1. There shall be in the House the following standing committees, each of which shall have the jurisdiction and related functions assigned to it by this clause and clauses 2, 3, and 4, and all bills, resolutions, and other matters relating to subjects within the jurisdiction of any standing committee as listed in this clause shall (in accordance with and subject to clause 5) be referred to such committees, as follows:

* * * * * * *

"(p) Committee on Public Works and Transportation.

"(1) Flood control and improvement of rivers and harbors.

"(2) Measures relating to the Capitol Building and the Senate and House Office Buildings.

"(3) Measures relating to the construction or maintenance of roads and post roads, other than appropriations therefor; but it shall not be in order for any bill providing general legislation in relation to roads to contain any provision for any specific road, nor

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for any bill in relation to a specific road to embrace a provision in relation to any other specific road.

"(4) Measures relating to the construction or reconstruction, maintenance, and care of the buildings and grounds of the Botanic Gardens, the Library of Congress, and the Smithsonian Institution.

"(5) Measures relating to the purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.

"(6) Oil and other pollution of navigable waters.

"(7) Public buildings and occupied or improved grounds of the United States generally.

"(8) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

"(9) Water power.

"(10) Transportation, including civil aviation except railroads, railroad labor, and pensions.

"(11) Roads and the safety thereof.

"(12) Water transportation subject to the jurisdiction of the Interstate Commerce Commission.

"(13) Related transportation regulatory agencies, except (A) the Interstate Commerce Commission as it relates to railroads; (B) Federal Railroad Administration; and (C) Amtrak."

FOREWORD

The Committee on Public Works and Transportation reports herein on its activities during the 98th Congress. Included are:

(1) Bills enacted into law.

(2) Bills reported to the House but not acted upon.

(3) Bills approved by the House and not acted upon by the Senate.

(4) Bills approved by the Senate but not approved by the Committee.

(5) Resolutions approved by the House.

(6) Bills in conference which did not receive final action.

(7) Bills approved by the House and Senate which did not receive final action.

(8) Bills reported to the House and not approved by the House.

Also included is a summary of the activities of the Subcommittees on Aviation; Economic Development; Investigations and Oversight; Public Buildings and Grounds; Surface Transportation; and Water Resources.

438 bills were referred to the committee during the 98th Congress, dealing with such diverse subjects as navigation improvements, flood control, water pollution, environmental control, beach erosion control, hurricane protection, disaster relief, highways and highway safety, public mass transportation, public buildings, land conveyances, watershed development, water supply, public works and economic development, Appalachian regional development and uniform relocation and land acquisition policies.

The committee reported 51 bills, some 32 of which became law. Twenty-six river and harbor beach erosion and flood control survey resolutions were adopted by the committee. These resolutions authorized survey studies by the U.S. Army Corps of Engineers, which will ultimately submit project reports to the Congress.

The committee approved seven watershed protection and flood prevention projects transmitted to Congress by the Secretary of Agriculture through the Office of Management and Budget pursuant to the provisions of section 2 of Public Law 83-566, as amended.

In 1983 and 1984 the committee approved 203 projects of construction, alterations, and purchases under the Public Buildings Act of 1959. These are public building projects to house Federal agencies and facilities, including courthouses, customhouses, immigration quarters, warehouses, and Federal office buildings.

I have mentioned only a few of the areas considered by the committee during over 235 meetings and numerous field hearings and investigations.

THE NATIONAL INFRASTRUCTURE ACT

On June 27, 1984, I, along with Congressmen Hamilton, Anderson, Roe and Oberstar, introduced H.R. 5948, the "National Infrastructure Act."

Based upon recommendations made by the Joint Economic Committee in an infrastructure study entitled "Hard Choices", the bill would create a National Infrastructure Fund to make interest-free loans to state and local governments of $3 billion per year for 10 years. Funds could be spent only on roads, bridges, mass transit facilities and equipment, water supply and distribution systems and sewerage systems.

Due to the scope of this legislation, the Full Committee on Public Works and Transportation held a hearing on the bill on September 27, 1984. Witnesses were the Honorable Henry S. Reuss, Chairman, National Infrastructure Advisory Committee (NIAC) to the Joint Economic Committee; Peter C. Goldmark, Jr., Vice Chairman, NICA; and Dr. Peggy L. Cuciti, Associate Study Director, NIAC.

The infrastructure is the permanent installations that compose the underlying foundation or basic framework of our society. These installations support the quality of life for all Americans—the ability to ride on safe and hazard-free roads, bridges and modern mass transit systems, to drink pollution-free water and have a reliable method of disposing of wastewater. These are rapidly deteriorating and we are faced with a crisis of many dimensions.

With this hearing commenced a significant revision in Federal policy that will improve the quality of life in America while providing a boost for the economy which we hope will culminate in the next Congress with major infrastructure legislation that will move away from traditional approaches and establish a unique Federal-state-local partnership.

COMMITTEE VIEWS AND ESTIMATES

Pursuant to section 310(c) of the Congressional Budget Act, the Committee submitted its Views and Estimates Report to the Committee on the Budget for Fiscal Years 1984 and 1985 on March 8, 1983, and March 13, 1984, respectively.

These reports, intended to provide the Budget Committee with an early and comprehensive indication of Committee legislative plans for the next fiscal year, contained the views and estimates of new budget authority and outlays to be authorized in legislation under the Committee's jurisdiction which would become effective during the next fiscal year.

For the 98th Congress, the Committee's Reports appear in House Budget Committee Print CP3 (for FY 84) and CP6 (for FY 85).

My sincere appreciation goes to all committee members for their splendid cooperation in all committee endeavors. I want to express special gratitude to Congressman Glenn M. Anderson, who served with distinction as ranking member of the committee and as chairman of the Subcommittee on Surface Transportation. A word of thanks is due the subcommittee chairmen: Congressman Robert A. Roe, Chairman of the Subcommittee on Water Resources; Congressman Norman Y. Mineta, Chairman of the Subcommittee on Aviation; Congressman James L. Oberstar, Chairman of the Subcommit-

tee on Economic Development; Congressman Robert A. Young, Chairman of the Subcommittee on Public Buildings and Grounds; and Congressman Elliott H. Levitas, Chairman of the Subcommittee on Investigations and Oversight.

The true spirit of Congressional cooperation is epitomized by Congressman Gene Snyder of Kentucky, the ranking minority member of the Committee. His efforts to provide a bipartisan and nonpartisan approach to legislation is one of the reasons for the continuing success in the Committee and on the floor of the House. Congressman Levitas, who served during the 94th through the 98th Congress, is leaving at the end of the 98th Congress. Special recognition should be made of his ten years of outstanding leadership and service to the Committee both as Chairman of the Subcommittee on Investigations and Oversight and the Subcommittee on Public Buildings and Grounds.

Six additional committee members will end their service to the House of Representatives at the close of the 98th Congress: Congresswoman Geraldine A. Ferraro of New York; Congressman Donald J. Albosta of Michigan; Congresswoman Katie Hall of Indiana; Congressman James F. McNulty, Jr. of Arizona; Congressman Tom J. Vandergriff of Texas; and Congressman James McClure Clarke, of North Carolina.

These members will be missed, but their strong leadership and many contributions to the Public Works and Transportation Committee will long be felt in the legislation and programs they helped create and improve.

To all the fine staff of the committee and subcommittees, I say thank you for a job well done.

JAMES J. HOWARD,
Chairman, Committee on Public Works and Transportation.

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BILLS ENACTED INTO LAW

Public Law No.	Date enacted	Bill No.	Title
98–1	Feb. 15, 1983	S. 61	To designate the "Nancy Hanks Center" in Washington, DC, commemorating the accomplishments of Nancy Hanks in the fields of government and culture.
98–6	Mar. 16, 1983	H.R. 1572	To repeal section 311 of the Federal Transportation Act of 1982.
98–17	Apr. 5, 1983	S. 926	To establish uniform national standards for the continued regulation, by the several States, of commercial motor vehicle width on interstate highways.
98–37	June 6, 1983	S. 967 (H.R. 1707)	To amend the Independent Safety Board Act of 1974, and to authorize funds for fiscal years 1984, 1985, and 1986.
98–80	Aug. 23, 1983	S. 1696	To authorize three additional Assistant Administrators of the Environmental Protection Agency.
98–81	....do	S. 1797 (H.R. 3151)	To designate the U.S. Post Office Building to be constructed in Fort Worth, TX, as the "Jack D. Watson Post Office Building."
98–85	Aug. 26, 1983	H.R. 2895	To designate the Federal building and U.S. courthouse at 450 Golden Gate Avenue, San Francisco, CA, as the "Phillip Burton Federal Building and United States Courthouse."
98–121	Oct. 12, 1983	S. 1465 (H.R. 3090)	To designate the Federal building at Fourth and Ferry Streets, Lafayette, IN, as the "Charles A. Halleck Federal Building."
98–122	....do	S. 1724 (H.R. 3308)	To designate the Federal Building in Las Cruces, NM, as the "Harold L. Runnels Federal Building."
98–128	Oct. 14, 1983	H.R. 3379	To name a U.S. Post Office in the vicinity of Lancaster, PA, the "Edwin D. Eshleman Post Office Building."
98–148	Nov. 7, 1983	S. 552 (H.R. 3303)	To designate the Federal building in Fort Myers, FL, as the "George W. Whitehurst Federal Court Building."
98–174	Nov. 29, 1983	S. 1837	To designate the Federal building in Seattle, WA, as the "Henry M. Jackson Federal Building."
98–205	Dec. 2, 1983	S. 505 (H.R. 1551)	To designate the Federal building to be constructed in Savannah, GA, as the "Juliette Gordon Low Federal Building." (Included are provisions on highway demonstration projects in the Commonwealth of Virginia and restrictions on the placement of memorials in the John F. Kennedy Center for the Performing Arts; Washington, DC.)
98–229	Mar. 9, 1984	H.R. 4957	To apportion certain funds for construction of the National System of Interstate and Defense Highways for fiscal year 1985, and increasing the amount authorized to be expended for emergency relief under title 23, United States Code.
98–243	Mar. 26, 1984	S. 912	To modify the authority for the Richard B. Russell Dam and Lake project.

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date enacted	Bill No.	Title
98-253	Apr. 6, 1984	S. 1365 (H.R. 2484)	To designate the air traffic control tower at the Chattanooga Municipal Airport (Lovell Field), Chattanooga, TN, as the "Harry Porter Control Tower."
98-256	Apr. 10, 1984	S. 2392	To authorize the President to appoint Donald D. Engen to the Office of Administrator of the Federal Aviation Administration.
98-260	Apr. 13, 1984	H.R. 4202	To designate the air traffic control tower at Midway Airport, Chicago, as the "John G. Fary Tower."
98-277	May 8, 1984	S. 2460	To designate a Federal building in Augusta, ME, the "Edmund S. Muskie Federal Building."
98-279	do	S. 2461	To designate a Federal building in Bangor, ME, as the "Margaret Chase Smith Federal Building."
98-296	May 24, 1984	H.R. 4107	To designate a Federal building in Salisbury, MD, as the "Maude R. Toulson Federal Building."
98-363	July 17, 1984	H.R. 4616	To amend the Surface Transportation Assistance Act of 1982, increasing the authorization of funds for highway safety programs for fiscal years 1985 and 1986, and requiring each State to expend a specified amount of such funds for programs concerning child restraint systems. (Included are provisions on a uniform minimum drinking age.)
98-393	Aug. 21, 1984	S. 2820 (H.R. 5945)	To name the Federal building in McAlester, OK, the "Carl Albert Federal Building," and to designate a Federal building in Cincinnati, OH, as the "John Weld Peck Federal Building."
98-419	Sept. 25, 1984	S. 1546 (H.R. 2353)	To provide for a partial deregulation of deep-water port facilities.
98-427	Sept. 28, 1984	S. 2418 (H.R. 5607)	To authorize and direct the Librarian of Congress, subject to the authority of a Federal, civilian, or military agency, to proceed with the construction of the Library of Congress Mass Book Deacidification Facility.
98-443	Oct. 9, 1984	H.R. 5297	To terminate and transfer certain functions of the Civil Aeronautics Board.
98-464	Oct. 11, 1984	S. 2688 (H.R. 5313)	To authorize funds for fiscal years 1985 and 1986 for pipeline safety programs.
98-466	do	S. 197	To direct the Secretary of the Department of Transportation to conduct an independent study to determine the adequacy of certain industry practices and Federal Aviation Administration rules and regulations.
98-473	Oct. 12, 1984	H.J. Res. 648	To make continuing appropriations for fiscal year 1985 (including provisions to effect agreements on financial relationships between the Board of the John F. Kennedy Center for the Performing Arts and the Secretary of the Treasury; to increase the authorization for the acquisition of property for addition to the United States Capitol Grounds; and the Aircraft Sabotage Act).
98-492	Oct. 17, 1984	H.R. 5997	To designate the U.S. Post Office and Courthouse in Pendleton, OR, as the "John F. Kilkenny United States Post Office and Courthouse."
98-499	Oct. 19, 1984	S. 1146 (H.R. 1580)	To amend the Federal Aviation Act of 1958 to provide for the revocation of the airman certificates and for additional penalties for the transportation by aircraft of controlled substances.
98-501	do	S. 1330 (H.R. 1244)	To develop long-term job opportunities in public works with respect to national infrastructure. Public Works Improvement Act of 1984.

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date enacted	Bill No.	Title
98-510	do	S. 2483	To rename Dulles International Airport in Virginia, as the "Washington Dulles International Airport."
98-521	do	H.R. 3401	To designate the U.S. Post Office and Courthouse located at 245 East Capitol Street, in Jackson, MS, as the "James O. Eastland United States Courthouse."
98-522	do	H.R. 3402	To designate that hereafter the Federal building at 100 West Capitol Street in Jackson, MS, will be known as the "Dr. A. H. McCoy Federal Building."
98-523	do	H.R. 4025	To authorize the Administrator of General Services to transfer to the Smithsonian Institution without reimbursement the General Post Office Building and the site thereof located in the District of Columbia.
98-546	Oct. 25, 1984	S. 2947 (H.R. 5489)	To designate the lock and dam on the Warrior River in Hale County, AL, as the "Armistead I. Selden Lock and Dam."
98-554	Oct. 30, 1984	S. 2217 (H.R. 5568)	Entitled "The Tandem Truck Safety Act of 1984."
98-559	do	S. 2706 (H.R. 5530)	To amend the Hazardous Materials Transportation Act to authorize funds for fiscal years 1985 and 1986.
98-560	do	S. 3021 (H.R. 6324)	To name the Federal building in Elkins, WV, the "Jennings Randolph Federal Center."
98-579	do	H.R. 4354	To designate a Federal building in Ocala, FL, as the "Golden-Collum Memorial Federal Building."
98-580	do	H.R. 4473	To designate a Federal Archives and Records Center in San Bruno, CA, as the "Leo J. Ryan Memorial Federal Archives and Records Center."
98-582	do	H.R. 4700	To designate a Federal building and U.S. Courthouse at 1961 Stout Street, Denver, CO, as the "Byron G. Rogers Federal Building and United States Courthouse."
98-583	do	H.R. 4717	To designate the U.S. Federal building in Las Vegas, NV, as the "Foley Federal Building."
98-589	do	H.R. 5323	To designate the U.S. Courthouse Building in Hato Rey, PR, as the "Clemente Ruiz Nazario Courthouse."
98-591	do	H.R. 5402	To designate the U.S. Federal Building in Utica, New York, as the "Alexander Pirnie Federal Building."
98-593	do	H.R. 5747	To designate the Federal building in Oak Ridge, TN, as the "Joe L. Evins Federal Building."
98-597	do	H.R. 6000	To designate the Table Rock Lake Visitors Center Building in the vicinity of Branson, MO, as the "Dewey J. Short Table Rock Lake Visitors Center."
98-606	do	H.R. 6430	To amend the River and Harbor Act of 1946.
98-607	do	H.R. 6441	To eliminate restrictions with respect to the imposition and collection of tolls on the Richmond-Petersburg Turnpike upon repayment by the Commonwealth of Virginia of certain Federal-aid highway funds used on such turnpike.
98-616	Nov. 8, 1984	H.R. 2867	To authorize funds and revise certain provisions for hazardous waste control and enforcement under the Solid Waste Act (section 601, underground storage tanks; section 704, National Groundwater Commission).

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date enacted	Bill No.	Title
98–623	Nov. 8, 1984	H.R. 6342	To approve the governing international fishery agreements with Iceland and the European Economic Community (title II, fishing enhancement).

BILLS REPORTED TO THE HOUSE BUT NOT ACTED UPON

Bill No.	Date reported	Title
H.R. 2605 (S. 778)	May 16, 1983	Authorizing appropriations to the Secretary of the Interior for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts.
H.R. 2544	May 17, 1983	Emergency Public Works Employment Act of 1983.
H.R. 5281 (S. 3547)	May 15, 1984	Authorizing appropriations to the Secretary of the Interior for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performinig Arts.

BILLS APPROVED BY THE HOUSE AND NOT ACTED UPON BY THE SENATE

Bill No.	Passed House	Title
H.R. 593	June 6, 1983	To designate the New York Bulk and Foreign Mail Center at Jersey City, NJ, as the "Michael McDermott Bulk and Foreign Mail Center."
H.R. 10	July 12, 1983	To amend the Public Works and Economic Development Act of 1965 and the Appalachian Regional Development Act of 1965.
H.R. 1761	Oct. 31, 1983	To amend title I of the Marine Protection Research, and Sanctuaries Act of 1972.
H.R. 1748	Oct. 3, 1983	To name the building to be constructed in Lufkin, TX, and leased to the United States, as the "Colonel Homer Garrison, Jr., Federal Building."
H.R. 3238	do	To designate the U.S. Post Office Building in Flushing, NY, as the "Benjamin S. Rosenthal Post Office Building."
H.R. 4210	Nov. 18, 1983	To designate the U.S. Post Office and Courthouse Building in Greensboro, NC, as the "L. Richardson Preyer Federal Building."
H.R. 4403	do	To name the U.S. Court of International Trade at One Federal Plaza, New York, NY, the "Paul P. Rao United States Court of International Trade."
H.R. 4565	Apr. 2, 1984	To name the Social Security Building in Philadelphia, PA, known as the Mid-Atlantic Program Service Center, the "William A. Barrett Social Security Building" (including provisions to name the "Edwin B. Forsythe Post Office Building" in Moorestown, NJ).
H.R. 3282	June 26, 1984	To amend the Federal Water Pollution Control Act to provide for the renewal of the quality of the Nation's waters.
H.R. 3678	June 29, 1984	Water Resources, Conservation, Development, and Infrastructure Improvement and Rehabilitation Act of 1984.
H.R. 5531	Aug. 10, 1984	To eliminate the requirement that the portion of the Baltimore-Washington Parkway located in the State of Maryland be conveyed to the State of Maryland upon completion of the reconstruction of the Parkway authorized by the Federal-Aid Highway Act of 1970.
H.R. 5640	do	To amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980.
H.R. 5146	Sept. 18, 1984	To name the Federal building at One Federal Plaza, New York, NY, the "Paul P. Rao Federal Building."
H.R. 6255	do	To designate the Federal building and U.S. courthouse in Ashland, KY, as the "Carl D. Perkins Federal Building and United States Courthouse."
H.R. 3082	Sept. 20, 1984	To promote the conservation of migratory waterfowl and to offset or prevent the serious loss of wetlands by the acquisition of wetlands and other essential habitat, amended.
H.R. 4829	Oct. 1, 1984	To amend title I of the Marine Protection, Research, and Sanctuaries Act of 1972.
H.R. 3162	Oct. 10, 1984	To name a dam on the Arkansas River, AR, as the "Wilbur D. Mills Dam."

BILLS APPROVED BY THE HOUSE AND NOT ACTED UPON BY THE SENATE—Continued

Bill No.	Passed House	Title
H.R. 3163	do	To name a lock and dam on the Arkansas River, AR, as the "Joe Hardin Lock and Dam."
H.R. 3164	do	To name a lock and dam on the Arkansas River, AR, as the "James W. Trimble Lock and Dam."
H.R. 3165	do	To name a lock and dam on the Arkansas River, AR, as the "Arthur Ormond Lock and Dam."
H.R. 3166	do	To name a reservoir created by a dam on the Arkansas River, AR, as the "Winthrop Rockefeller Reservoir."
H.R. 3167	do	To name a lock and dam on the Arkansas River, AR, as the "Emmett Sanders Lock and Dam."
H.R. 3701	do	To designate the main channel for the project for San Leandro Marina, CA, as the "Jack D. Maltester Channel" (including provisions to designate the "Benjamin S. Rosenthal Post Office Building" in Flushing, NY; to designate the "William A. Barrett Social Security Building" in Philadelphia, PA; the "Leo J. Ryan Memorial Federal Archives and Records Center" in San Bruno, CA; to construct an extension to the Records Center in Overland, MO; and for major repairs and alterations to the Mart Federal Building in St. Louis, MO).
H.R. 5817	do	To designate the Calion Lock and Dam located on the Ouachita River, near Calion, AR, as the "H. K. Thatcher Lock and Dam."
H.R. 6440	Oct. 11, 1984	To designate the main channel for the project for San Leandro Marina, CA, as the "Jack D. Maltester Channel" (including provisions to designate the "Benjamin S. Rosenthal Post Office Building" in Flushing, NY; to designate the "William A. Barrett Social Security Building" in Philadelphia, PA; to designate the "Edwin B. Forsythe Post Office Building" in Moorestown, NJ; to designate the "John Dent Post Office Building" in Jeannette, PA; and to designate the "Carl W. Morris Post Office Building" in Romulus, MI).

BILLS APPROVED BY THE SENATE BUT NOT APPROVED BY THE COMMITTEE

Bill No.	Passed Senate	Title
S. 531	May 20, 1983	To amend the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
S. 1293	May 25, 1983	To extend authorization for appropriations for the Disaster Relief Act of 1974, and for other purposes.
S. 1287	May 29, 1983	To authorize appropriations for the Public Buildings Service of the General Services Administration for the fiscal year 1984.
S. 452	Nov. 10, 1983	To establish public buildings policies for the Federal Government, establishing the Public Buildings Service in the General Services Administration, and providing for the annual authorization of funds for the construction, renovation, and maintenance of public buildings, and related activities of the Public Buildings Service.
S. 2106	Nov. 18, 1983	To designate the "John Sherman Cooper National Recreation Area," in Tennessee and Kentucky.
S. 2635	June 15, 1984	To authorize funds for the Public Buildings Service of the General Services Administration for fiscal year 1985.
S. 2517	Sept. 12, 1984	To amend the Disaster Relief Act of 1974.

RESOLUTIONS APPROVED BY THE HOUSE

Resolution	Passed House	Title
H. Res. 180	Aug. 3, 1983	Relating to a citation of contempt.

BILLS IN CONFERENCE WHICH DID NOT RECEIVE FINAL ACTION

Bill No.	Agreed to conference	Title
H.R. 5504	Oct. 10, 1984	To apportion funds for construction of the National System of Interstate and Defense Highways for fiscal years 1985 and 1986, to revise authorizations for mass transportation, and to expand and improve the relocation assistance program.

BILLS APPROVED BY THE HOUSE AND SENATE WHICH DID NOT RECEIVE FINAL ACTION

Bill No.	Passed House	Passed Senate	Title
H.R. 3103	June 13, 1983	Oct. 25, 1983	To increase the amount authorized to be expended for emergency relief under title 23, United States Code, in fiscal year 1983 from $100,000,000 to $250,000,000.
S.J. Res. 199	Nov. 17, 1983	Nov. 16, 1983	Relating to improving the highway transportation system of the Commonwealth of Virginia.

BILLS REPORTED TO THE HOUSE AND NOT APPROVED BY THE HOUSE

Bill No.	Date failed to pass House	Title
H.R. 1010	Sept. 27, 1983	To amend the Mineral Leasing Act of 1920 with respect to the movement of coal, including the movement of coal over public lands, and for other purposes.

BILLS ENACTED INTO LAW

To Designate a "Nancy Hanks Center" and the "Old Post Office Building" in Washington, District of Columbia, and for Other Purposes

(Public Law 98–1)

This law designates the "Nancy Hanks Center" in Washington, District of Columbia, comprising the building located on the south side of Pennsylvania Avenue, Northwest, between Eleventh and Twelfth Streets which is known as, and designated the "Old Post Office Building", the plaza adjoining said building to the east and other immediately adjacent grounds, and the public use spaces within the Old Post Office Building, which include but are not limited to the commercial and performing areas known as the Pavilion and the clock-observation tower. Nancy Hanks served as Chairman of the National Endowment for the Arts from 1969 to 1977 and during the period presided with distinction over a substantial increase in support for the arts in the United States.

This law directs the Administrator of General Services, in consultation with the Chairman of the National Endowment for the Arts and the Chairman of the National Endowment for the Humanities, to erect at suitable locations within the Nancy Hanks Center appropriate markers or displays commemorating the accomplishments of Nancy Hanks. There is authorized to be appropriated $50,000 to the Administrator of the General Services to expend for appropriate markers and displays. Further, the Administrator of General Services is directed to execute an agreement with the Secretary of the Interior providing for operation of the observation tower in the Old Post Office Building by the National Park Service.

To Repeal Section 311 of the Federal Public Transportation Act of 1984

(Public Law 98–6)

This Act was passed by the House on February 24, 1983, and passed by the Senate on March 2, 1983. The bill, H.R. 1572, was signed into law on March 16, 1983.

The purpose of this Act is to repeal section 311 of the Surface Transportation Assistance Act of 1982, P.L. 97–424, which was enacted on January 6, 1983. Section 311 provided that any new grant or grant amendments to the Metropolitan Atlanta Rapid Transit Authority (MARTA) must meet a legislative requirement that the north and south lines of the MARTA system be constructed in

equivalent segment lengths that are open to operations at approximately the same time. This provision would apply until priorities different from those set forth in this provision are adopted after September 30, 1983, by a valid act of the Georgia General Assembly and by a valid resolution of the Board of the Metropolitan Atlanta Rapid Transit Authority.

The repeal of section 311 would permit the Georgia General Assembly to implement the compromise agreed to by metropolitan city and county officials and Members of the Georgia General Assembly for the construction of the north and south lines of the MARTA system to proceed to completion.

To Establish Uniform National Standards for the Regulation of Commercial Motor Vehicle Width on Interstate Highways

(Public Law 98-17)

This Act amends the Surface Transportation Assistance Act of 1982 (P.L. 97-424) to conform the effective date for the 102-inch width provisions for trucks and buses with the minimum vehicle length provisions. The Act establishes April 6, 1983, as the compliance date to permit the wider and longer vehicles to operate on the Interstate system and other qualifying Federal-aid highways with traffic lanes designed to be a width of twelve feet or more. Statutory guidance is provided for determining reasonable access for the wider trucks.

The intent of this legislation is to remove the discrepancy for implementing the increased width and minimum length provisions. The Act establishes 102 inches as the maximum allowable width for trucks and buses utilizing the Interstate system and other qualifying Federal-aid highways. However, states may grant special use permits to motor vehicles that exceed 102 inches in width. This Act eliminates the potential for the loss of highway funds to any state that cannot complete state legislative action to comply with the Federal requirements on or before October 1, 1983.

Authorization of Funds for the National Transportation Safety Board for Fiscal Years 1984, 1985, and 1986

(Public Law 98-37)

This law authorizes funding for the National Transportation Safety Board of $22,600,000 for Fiscal Year 1984, $24,500,000 for Fiscal Year 1985, and $26,100,000 for Fiscal Year 1986. These authorization levels permit NTSB to stabilize its staff at approximately 347 positions, the minimum which the Committee considers necessary for the Board to carry out its important transportation safety mission. During prior fiscal years, the Administration's budget and appropriations bills required the Board to cut back its staff by 21 percent to 316 positions.

Authorizations for Three Additional Assistant Administrators of the Environmental Protection Agency

(Public Law 98–80)

S. 1696 authorizes the President by and with the advice and consent of the Senate to appoint three Assistant Administrators at the Environmental Protection Agency in addition to the seven Assistant Administrators already authorized. The additional Assistant Administrators are needed to enable the Environmental Protection Agency to meet the greatly expanded responsibilities associated with laws enacted since the mid-1970's. The Senate bill was passed by the House on August 4, 1983, and signed into law by the President on August 23, 1983.

Designating the United States Post Office Building To Be Constructed in Fort Worth, Texas, as the "Jack D. Watson Post Office Building"

(Public Law 98–81)

This law provides that the United States Post Office Building to be constructed in Fort Worth, Texas, at the intersection of Meacham Boulevard and the Mark IV Parkway, shall hereafter be named and designated the "Jack D. Watson Post Office Building".

Jack Watson was hired as a temporary employee with the Postal Service in 1945. He rose through the ranks with the Postal Service and, until his retirement in 1980, served for 14 years as postmaster of the Fort Worth Post Office.

Designating the Federal Building and United States Courthouse in San Francisco, California, as the "Phillip Burton Federal Building and United States Courthouse"

(Public Law 98–85)

This law provides that the Federal Building and United States Courthouse at 450 Golden Gate Avenue, San Francisco, California, shall hereafter be known and designated as the "Phillip Burton Federal Building and United States Courthouse". Congressman Phillip Burton died on April 10, 1983, in San Francisco, California, at the age of 56. Phillip Burton was elected to the California State Assembly in 1956 and served until his election to the U.S. House of Representatives in a special election in 1964. He served on the Committee on Interior and Insular Affairs with distinction for 19 years, and was chairman of the Subcommittee on National Parks and Insular Affairs during the 95th and 96th Congresses. He also served on the Committee on Education and Labor, and was chairman of the Subcommittee on Labor-Management Relations when he died.

Designating the Federal Building in Lafayette, Indiana, as the "Charles A. Halleck Federal Building"

(Public Law 98–121)

This law provides that the Federal Building at Fourth and Ferry Streets, Lafayette, Indiana, shall hereafter be known and designated as the "Charles A. Halleck Federal Building". Congressman Charles Halleck was elected to the 74th Congress in 1935 and was reelected to each succeeding Congress until his retirement at the end of the 90th Congress. During the 80th Congress, Charles Halleck ascended to the role of majority leader of the House. In 1955, Congressman Halleck was designated assistant minority leader of the House. He became majority leader of the House again in the 83rd Congress. In 1958, he was elected minority leader of the House and in that capacity he reorganized the House Republican Policy Committee.

Designating the Federal Building in Las Cruces, New Mexico, as the "Harold L. Runnels Federal Building"

(Public Law 98–122)

This law provides that the building located at 200 East Griggs Street, Las Cruces, New Mexico, known as the Federal Building, shall hereafter be known and designated at the "Harold L. Runnels Federal Building". Congressman Runnels began his political career in 1960 when he was elected to the New Mexico Senate and served with distinction in that body until 1970. He was elected to the 92nd Congress on November 3, 1970, and was reelected to each succeeding Congress until his untimely death in August 1980.

Designating the United States Post Office Building in the Vicinity of Lancaster, Pennsylvania, as the "Edwin D. Eshleman Post Office Building"

(Public Law 98–128)

This law provides that the United States Post Office Building located at 1400 Harrisburg Pike in the vicinity of Lancaster, Pennsylvania, shall hereafter be known and designated as the "Edwin D. Eshleman Post Office Building". Edwin Eshleman was elected to the 90th Congress on November 8, 1966, and was reelected to the five succeeding Congresses. During his tenure in the U.S. House of Representatives, he rose to beome the top Republican on the Subcommittee on Postsecondary Education, and later became the ranking Republican on the Select Education Subcommittee. Since his retirement from the House of Representatives in 1975, Congressman Eshleman has lived in Lancaster and remained active in its active affairs.

Designating the Federal Building in Fort Myers, Florida, as the "George W. Whitehurst Federal Building and United States Courthouse"

(Public Law 98-148)

This law provides that the building located at 2301 First Street, Fort Myers, Florida, known as the Federal Building, shall hereafter be known and designated as the "George W. Whitehurst Federal Building and United States Courthouse". Judge Whitehurst became an attorney in 1915 and was elected county judge of DeSoto County 2 years later. In 1919, the Governor of Florida appointed him as the first circuit judge of the 12th circuit, of which Lee County, Florida, was then a part. President Harry Truman appointed Judge Whitehurst to a Federal judgeship in 1950. In 1959, he became chief Judge of the Southern district of Florida and served in that capacity until his 70th birthday in 1961.

Designating the Federal Building in Seattle, Washington, as the "Henry M. Jackson Federal Building"

(Public Law 98-174)

This law provides that the building located at 915 Second Avenue, Seattle, Washington, known as the Federal Building, shall hereafter be known and designated as the "Henry M. Jackson Federal Building".

"Scoop" Jackson, a nickname he acquired as a child, was first elected to the House of Representatives in 1940 and served six terms there before defeating an incumbent Senator in 1953 and, therefore, took a seat in the Senate which he held until his untimely death on September 1, 1983. At the time of his death, Senator Jackson was 71 and had served in Congress more than 42 years, including 30 years in the Senate.

Designating the Federal Building To Be Constructed in Savannah, Georgia, as the "Juliette Gordon Low Federal Building"

(Public Law 98-205)

This law provides that the Federal Building to be constructed at Telfair Square, Savannah, Georgia, shall hereafter be named the "Juliette Gordon Low Federal Building".

This law authorizes the Administrator of General Services to accept and use contributions from individuals and private organizations for the design and construction of a memorial commemorating the life and accomplishments of Juliette Gordon Low. The Administrator, in consultation with the Chairman of the National Endowment for the Arts and the national president of the Girl Scouts of America, shall determine the appropriate memorial, taking into account the cost of maintaining such memorial. The Administrator of General Services shall provide maintenance for such memorial.

HOV LANES IN VIRGINIA

This law also provides for the Secretary of Transportation to carry out a one year demonstration program on the effect of reducing the number of occupants to three for use of I-395 in Virginia.

This law directs the Board of Trustees for the John F. Kennedy Center for the Performing Arts to assure that no additional memorials or plaques in the nature of memorials shall be designated or installed in the public areas of the John F. Kennedy Center for the Performing Arts, except for unique circumstances.

This law provides for the Secretary of Transportation to carry out a one year demonstration program on the effect of reduced operating time periods for high occupancy vehicle lanes on I-66 in Virginia.

To Apportion Certain Funds for Construction of the National System of Interstate and Defense Highways for Fiscal Year 1985 and To Increase the Amount Authorized To Be Expended for Emergency Relief Under Title 23 United States Code and for Other Purposes

(Public Law 98-229)

On February 24, 1984, the House passed a compromise interim legislative measure, H.R. 4957, to approve the Interstate Cost Estimate (ICE) and the Interstate Substitute Cost Estimate (ISCE) for the release of one-half of the funds authorized to be appropriated for Interstate construction and Interstate substitute projects. The Senate concurred with the House passed bill and passed it on March 2, 1984. The bill was signed into law on March 9, 1984.

This Act also provides an additional $150 million for emergency relief highway projects for fiscal year 1984, removes the $30 million limitation per disaster per year for any one State, and makes projects in the vicinity of San Mateo County, California and Carencro, Louisiana, eligible for emergency relief funds. It provides additional flexibility for the State of Maryland to permit the transfer of interstate construction funds to the Interstate 4-R program and the Act permits States flexibility in the use of Interstate 4-R funds on section 139 (a) and (b) routes. A provision in the Act clarifies the eligibility of a bridge in Illinois for funding under the bridge replacement and rehabilitation program. The existing Buy America requirements were amended to exclude cement.

The enactment of this legislation permits the release of Federal-aid highway construction funds while the Congress considers more comprehensive transportation legislation.

To Modify the Authority for the Richard B. Russell Dam and Lake Project, South Carolina

(Public Law 98-243)

This Act authorizes the Secretary of the Army, acting through the Chief of Engineers, to provide such electric power to the city of Abbeville, South Carolina, as the Secretary determines to be neces-

sary to mitigate the reduction in hydroelectric power produced at a city-owned plant caused by the construction and operation of the Richard B. Russell Dam and Lake project. The power would be provided to the city without charge for a period not to exceed the remaining service life of the city's plant (about 20 years) as part of the operational requirements and costs of the project under such terms and conditions as the Secretary determines to be appropriate.

The city of Abbeville owns and operates a hydroelectric power plant at Lake Secession upstream from the Richard B. Russell project on the Rocky River, a tributary of the Savannah River. Impoundments from the project will generally raise the level of the Rocky River, adversely affecting the operation and maintenance of the city-owned plant. In addition, the rise in water levels will make it impossible to generate as much power at the Lake Secession plant as would have been the case without the project. A reduction in the plant's generating capacity of about 15 percent will result.

The Act is designed to place the city on the same footing as prior to construction and operation of the project by providing power from an existing source in a cost-effective manner.

Section 2 of the Act deauthorizes a Corps of Engineers breakwater at Eastport, Maine, in order to permit the town to improve its port and the breakwater at its own expense.

Designating the Air Traffic Control Tower at Lovell Field, Chattanooga, Tennessee as the "Harry Porter Control Tower"

(Public Law 98-253)

This law provides that the Air Traffic Control Tower at Chattanooga Municipal Airport (Lovell Field) shall hereafter be known as the Harry Porter Control Tower. Harry Porter has flown for over 60 years, making him one of the oldest pilots in America. He has been active in aviation as a pilot and businessman and has been awarded many medals, including the Amelia Earhart Medal.

Authorization for the Appointment of Donald D. Engen to the Office of Administrator of the Federal Aviation Administration

(Public Law 98-256)

This law permits the appointment of Donald D. Engen to the Office of Administrator of the Federal Aviation Administration while Mr. Engen remains on the retired list of the United States Navy. The legislation is necessary because the Federal Aviation Act requires that the FAA Administrator must be a civilian and give up all military pension rights. The legislation further provides that in performance of his duties as FAA Administrator Mr. Engen shall not be subject to any supervision or control by the United States Navy.

Designating the Control Tower at Midway Airport as the "John G. Fary Tower"

(Public Law 98-260)

This law provides that the Air Traffic Control Tower at Midway Airport, Chicago, shall hereafter be known as the "John G. Fary Tower". John G. Fary was a member of the House of Representatives and the Committee on Public Works and Transportation. He was instrumental in the reopening of Midway Airport to commercial airline service. His efforts resulted in the institution of convenient aviation benefiting residents of Chicago and persons from all around the country traveling to Chicago.

Designating the Federal Building in Augusta, Maine, as the "Edmund S. Muskie Federal Building"

(Public Law 98-277)

This law provides that the Federal Building located at 40 Western Avenue, Augusta, Maine, shall hereafter be named and designated as the "Edmund S. Muskie Federal Building". Ed Muskie began his political career as minority leader in the Maine State Legislature, served two terms as Maine's Governor, and served over two decades as U.S. Senator from Maine. His career in public office culminated with his appointment to the position of Secretary of State under President Carter in 1980.

Designating the Federal Building in Bangor, Maine, as the "Margaret Chase Smith Federal Building"

(Public Law 98-279)

This law provides that the Federal Building located at 202 Harlow Street, Bangor, Maine, shall hereafter be known as the "Margaret Chase Smith Federal Building". Senator Margaret Chase Smith served as a representative from the State of Maine in the U.S. House of Representatives for 8 years and as a Senator in the U.S. Senate for 24 years.

Designating the Federal Building in Salisbury, Maryland, as the "Maude R. Toulson Federal Building"

(Public Law 98-296)

This law provides that the Federal Building in Salisbury, Maryland, shall hereafter be known as the "Maude R. Toulson Federal Building". In 1937, President Franklin D. Roosevelt appointed Mrs. Toulson postmaster in Salisbury. During her 10 years as postmaster, she was successful in bringing air mail and rural free delivery to the county.

To Amend the Surface Transportation Assistance Act of 1982 to Require States To Use at Least Eight Per Centum of Their Highway Safety Apportionments for Developing and Implementing Comprehensive Programs Concerning the Use of Child Restraint Systems in Motor Vehicles, and for Other Purposes

(Public Law 98-363)

This Act was reported out of the Committee on March 28, 1984, and was passed by the House on April 30, 1984. The House concurred with the Senate amendments and passed the legislation by unanimous consent on June 27, 1984. The bill was signed into law on July 17, 1984.

The Subcommittee on Surface Transportation conducted two days of public hearings on February 22 and 23, 1984, to receive testimony on highway safety issues. The testimony received by the Subcommittee supported an increase in authorizations for highway safety programs, proposals for child restraint legislation, minimum 21-year-old drinking age, and computerized traffic record systems.

This Act amends the section 402 highway safety grant program to provide an additional $26.5 million in fiscal year 1985 and $32 million in fiscal year 1986. In addition to the increased authorizations, the Act requires that at least eight percent of a state's safety funds be spent for developing and implementing child restraint programs. If a state can demonstrate that more than 75 percent of the children under the age of four traveling in vehicles in that state are properly restrained in child safety seats, the Secretary of Transportation may reduce the amount of section 402 funds a state must spend on child restraint programs.

The amendments adopted in the Senate to the House-passed bill, H.R. 4616, address the critical problems of drunk and drugged driving, in the same fashion as included in a previously-passed House bill, H.R. 5504. The Act requires that states enact a minimum legal drinking age of 21. If a state does not establish a minimum legal drinking age of 21, the Secretary of Transportation would be required to withhold a proportion of that state's Federal-aid highways funds. States that do not adopt a 21-year-old minimum drinking age by October 1, 1986, would have five percent of their highway funds withheld the first year and, absent action, ten percent the second year.

The Alcohol Traffic Safety Program is amended to include drugs as a program objective along with alcohol. The supplemental criteria would include the existence of rehabilitation and treatment programs for persons convicted of using drugs or research programs to develop means to detect the use of drugs.

This Act also provides additional funding to states that establish comprehensive computerized traffic safety recordkeeping systems that have been approved by the Secretary of Transportation. Each state that has an approved computerized traffic safety recordkeeping system will receive an additional ten percent of section 402 funds in fiscal year 1985 and 1986. States may also receive special grants of up to five percent of a state's sections 402 and 408 funds

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to enact laws providing a series of penalties for persons convicted of driving under the influence of alcohol.

Designating the Federal Building in McAlester, Oklahoma, as the "Carl Albert Federal Building"

(Public Law 98-393)

This law provides that the Federal Building in McAlester, Oklahoma, shall hereafter be known and designated as the "Carl Albert Federal Building". Congressman Carl Albert was first elected to represent the Third District of Oklahoma in 1946 and was reelected to serve for a total of 30 years until his retirement in 1976. He served as Democratic whip of the U.S. House of Representatives from 1955–62 and majority leader from 1962–71. Finally, he served as the distinguished Speaker of the U.S. House of Representatives from 1971–76, the highest office to which any Member of the House can aspire.

Section 2 of this law provides that the Federal Building located at 550 Main Street, Cincinnati, Ohio, shall hereafter be named and designated as the "John Weld Peck Federal Building". Judge Peck's career on the bench began in 1953 when he became a trial judge in the Common Pleas Court of Hamilton County, Ohio. He was a justice on the Ohio Supreme Court from 1958 to 1961. President John F. Kennedy appointed Judge Peck as trial judge in the U.S. District court for the Southern District of Ohio in 1961. For the last 18 years, since his appointment by President Lyndon Johnson in 1965, he has been a judge for the U.S. Circuit Court of Appeals for the Sixth Circuit.

To Amend the Deepwater Port Act of 1974

(Public Law 98-419)

The Deepwater Port Act of 1974 provides for Federal licensing and regulation of offshore ports designed to receive oil from vessels too large to enter conventional ports. It authorizes the Secretary of Transportation to license owners and operators and to issue regulations to control the location, construction and operation of deepwater ports. It also establishes a deepwater port liability fund funded by a 2-cent-per-barrel fee to pay for cleanup costs in the event of oil spills.

When the Deepwater Port Act of 1974 was enacted into law, it was anticipated that increased imports utilizing very large cargo carriers would increase. This did not turn out to be the case. Because of reduced demand for crude oil imports and changing patterns of world crude oil movement, only one deepwater port facility, the Louisiana Offshore Oil Port (LOOP, Inc.), has been licensed by the Secretary of Transportation. This facility is operating at considerably less than its break-even volume of 700,000 barrels a day. The purpose of the Act is to enable this facility to respond more quickly to changing market conditions and assist it and other such facilities which may be built in becoming more competitive.

Briefly, the Act simplifies existing procedures for amendment, transfer, and reinstatement of a deepwater port license; extends the terms of a deepwater port license from 20 years to an indefinite period covering the life of the facility; provides for review of conditions of existing licenses; relieves deepwater ports of economic regulation by the Federal Energy Regulatory Commission if appropriate competitive conditions exist; suspends the current 2-cent-per-barrel fee imposed on oil delivered to a deepwater port; provides for the pollution fund financed by the fees to be maintained at a $4 million level for ready response to pollution incidents; provides for joint and several liability of a tanker's owner and operator if their negligence results in pollution at a deepwater port; and creates a new system for facilitating use of deepwater ports by foreign vessels.

Library of Congress Mass Book Deacidification Facility

(Public Law 98-427)

This law authorizes and directs the Librarian of Congress, subject to the supervision and construction authority of a Federal or civilian agency, to construct a mass book deacidification facility within fifty miles of the United States Capitol at an estimated cost of $11.5 million.

Construction of this facility will allow for the deacidification of approximately 500,000 items on an annual basis. Currently, over 77,000 books of the Library's collection deteriorate to the extent that they can no longer be used on an annual basis.

The capital costs authorized by this legislation include $11.5 million for the construction of a new laboratory building, equipment and related facilities. The Army Corps of Engineers estimates that the building will cost $3.5 million; laboratory facilities and equipment together with directly related costs will total $8 million. Funds for this activity are included in the Library's fiscal year 1985 budget.

The Library of Congress enlisted the support of the Army Corps of Engineers in locating a suitable federally owned site for the facility. Consideration was given to existing facilities which could be converted for use by the Library of Congress, as well as the construction of a new facility. Based on the findings of the Corps and the Library, it was determined that the most cost effective facility would be one constructed at Fort Detrick which is located approximately 50 miles from the United States Capitol. This kind of arrangement is highly desirable because of the availability of engineering and maintenance services, fire protection and safety services, and security.

Civil Aeronautics Board Sunset Act of 1984

(Public Law 98-443)

This legislation implements the Airline Deregulation Act of 1978 which provided for the deregulation of domestic airline routes and rates and further provided that on January 1, 1985 the Civil Aero-

nautics Board would sunset and the Board's functions would be taken over by other agencies. The 1984 legislation clarifies the status of certain CAB authority which was not covered in the 1978 Act. The 1984 law includes other provisions designed to ensure an orderly transition when the CAB sunsets.

The 1984 law preserves the CAB's authority to protect airlines consumers. The areas in which CAB issued consumer regulations include overbooking and denied boarding compensation, liability for lost and damaged baggage, protections for charter passengers, smoking, and discrimination against the handicapped. Without legislation some of these regulations would lapse and the authority of the government to take any actions in these areas would be ambiguous. The law gives the Department of Transportation authority to continue to protect consumers after CAB sunset and further provides that CAB's existing regulations will continue in effect unless and until DOT might choose to modify them under normal rulemaking procedures. The law further provides that DOT will take over CAB authority to deal with competitive abuses. One effect of this will be to ensure a continuation of CAB regulations designed to prevent competitive abuses by airlines which market computer reservation systems to travel agents.

The 1978 law also provided that the Department of Justice would take over CAB's authority over antitrust matters. This authority includes authority to approve mergers, interlocks and agreements, and grant authority to antitrust immunity to these relationships when necessary. The 1984 law instead transfers this authority to the Department of Transportation, and further provides that the authority to grant antitrust immunity to mergers, interlines and agreements affecting interstate transportation will terminate on January 1, 1989.

The law transfer to DOT CAB's authority to determine whether an applicant wishing to operate as an air carrier is "fit" to provide transportation. This authority will enable DOT to protect airline passengers against unsafe or unscrupulous operators.

Pipeline Safety

(Public Law 98-464)

This Act authorizes appropriations for Fiscal Year 1985 for carrying out the Natural Gas Pipeline Safety Act of 1968 and the Hazardous Liquid Pipeline Safety Act of 1979.

The law authorizes $3,472,000 for the Department of Transportation to carry out its functions under the Natural Gas Pipeline Safety Act of 1968, and $3,728,000 for the state grant program provided for in that Act. It also authorizes $900,000 for the Department of Transportation to carry out its functions under the Hazardous Liquid Pipeline Safety Act of 1979, and $500,000 for the state grant program provided for in that Act.

The law directs the Department of Transportation to submit two reports. The first is a report on the issues relating to the transportation of methanol through the interstate hazardous liquid pipeline system in the United States. The report is due 6 months after the date of enactment and must contain recommendations for the safe

and efficient transportation of methanol through the pipeline system. The second is a report on the feasibility of and costs connected with requiring various methods of testing and inspecting hazardous liquid pipeline facilities. The report is due one year after the date of enactment and must contain recommendations with respect to the frequency and type of testing and inspection of pipeline facilities which should be required.

Another provision of the law provides for a survey of natural gas interstate transmission facilities. It requires that the owners and operators of such facilities identify the location and condition of all such facilities constructed before January 1, 1940. The owners and operators must also include the most recent leak survey pertaining to such facilities. The Secretary of Transportation must then identify, on the basis of the above information, any pipeline facilities which may be hazardous to life and property within the meaning of section 12(b) of the Natural Gas Pipeline Safety Act, and inspect the pipeline facilities so identified. Finally, the Secretary of Transportation must report to Congress on any actions taken pursuant to the authority granted in this provision and submit any recommendations for additional action the Secretary considers necessary with respect to the pipeline facilities constructed before January 1, 1940, together with an estimate of the time and resources necessary for undertaking such actions.

Public Law 98-464 also changes the date for the Department of Transportation to submit its annual report on both pipeline safety Acts from June 15 to April 15, and it prohibits the assessment of tuition fees to state and local governments by the Federal government for training at the Transportation Safety Institute at Oklahoma City where the student is an employee of a local or state government.

Study of the Quality of Air On-Board Aircraft

(Public Law 98-466)

This bill authorizes the Secretary of Transportation to commission an independent study by the National Academy of Sciences to determine whether the quality of air on board commercial aircraft is adequate to protect the health and safety of passengers and crew members. The law authorizes an appropriation of up to $500,000 for the study.

Making Continuing Appropriations for the Fiscal Year 1984, and for Other Purposes

(Public Law 98-473)

Title 1 of the Continuing Resolution entitled "Department of Interior" appropriated $4,621,000 to the Secretary of the Interior for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts.

On May 15, 1984, the House Committee on Public Works and Transportation reported favorably to the House H.R. 5281, a bill authorizing to be appropriated to the Secretary of the Interior not

to exceed $4,542,000 for the fiscal year ending September 30, 1984, and $4,621,000 for the fiscal year ending September 30, 1985 for services necessary to the nonperforming arts of the John F. Kennedy Center for the Performing Arts.

The National Park Service is responsible for the maintenance, repair, security, and administration of numerous Presidential memorials in the Nation's capital. Thus, the Congress directed upon enactment of the Public Law 92-313 that those memorial-type functions of the Kennedy Center be administered under the supervision of the National Park Service. Subsequently, the Park Service and the Kennedy Center entered into an agreement whereby the Park Service is allocated 76.2 percent of the operation and maintenance costs of the John F. Kennedy Center for the Performing Arts and the Kennedy Center is allocated 23.8 percent. The Agreement between the Park Service and the Kennedy Center, developed in 1971, is based on the hours that the building is expected to be used for memorial and performing arts functions.

H.R. 5281 was not considered by the U.S. House of Representatives during the 98th Congress.

Title III of the Continuing Resolution entitled "General Provisions," Sec. 327, Amendment No. 14, forgives interest payments and establishes a bond repayment fund for the John F. Kennedy Center. Such payments will be made from parking revenues.

This legislative proposal was transmitted to the Congress from the Under Secretary of the Treasury for Monetary Affairs, Beryl W. Sprinkel, on March 7, 1984. It was developed by a working group composed of Treasury, Office of Management and Budget, and Kennedy Center representatives. The legislative proposal dealt with the Kennedy Center's interest obligation to the Treasury stemming from revenue bonds purchased by the Secretary of the Treasury. Their consensus was that the Center does not have a revenue base with which to meet the $29.4 million of deferred interest or the annual simple interest of $1.2 million and still maintain a viable institution for the performing arts. Thus, the group recommended a sinking fund in the Treasury for amortization of the bond principal of $20.4 million, with annual payments of $200,000 by the Center over a 30-year period beginnning on January 1, 1987. The fund would be invested in public debt obligations and the interest income would be paid into the fund. In addition, all deferred and future interest on the obligations would be waived.

Title III of the Continuing Resolution entitled "General Provisions," Legislative Branch, Amendment No. 97, eliminates a provision enacted by the first fiscal year 1983 continuing resolution (P.L. 98-276) which makes $4.5 million appropriated to complete a 1982 conditional purchase of property by the Architect of the Capitol subject to authorization, as proposed by the Senate. The subject property is adjacent to the Capitol grounds and is bounded by Ivy Canal, and E Streets, Southeast, Washington, D.C.

On May 15, 1984, the House Committee on Public Works and Transportation reported favorably to the House H.R. 2896, a bill to amend Public Law 96-432 to increase the authorization for the acquisition of property for addition to the United States Capitol Grounds from $11,500,000 to $16,000,000. On February 3, 1982, the Government purchased 29,060 square feet of the property, approxi-

mately one-half of the entire 62,536 square feet contained in Square 693 South-bounded by Ivy Canal, and E Streets, Southeast, Washington, D.C., for $4,000,000. The additional $4,500,000 will be required to complete the purchase of the approximate one-half of property located in Square 693 South. The U.S. House of Representatives did not consider H.R. 2896.

The Continuing Resolution for Fiscal 1984 includes the Aircraft Sabotage Act, implementing the 1971 Montreal Convention on Aircraft Sabotage which the United States has ratified. As required by the Montreal Convention the legislation amends the Criminal Code of the United States to establish U.S. jurisdiction over an act of aircraft sabotage committed outside the U.S. if the offender is subsequently found in the United States. The legislation also establishes civil penalties for hijacking and for carrying a concealed weapon aboard an aircraft flight. The law establishes increased criminal penalities for other offenses involving aircraft hijacking or sabotage.

Designating the United States Post Office and Courthouse in Pendleton, Oregon, as the "John F. Kilkenny U.S. Post Office and Courthouse"

(Public Law 98-492)

This law provides that the U.S. Post Office and Courthouse in Pendleton, Oregon, shall hereafter be known and designated as the "John F. Kilkenny U.S. Post Office and Courthouse". In 1959, President Eisenhower appointed John Kilkenny to serve as a U.S. district judge for the district of Oregon. He remained a U.S. district judge for 10 years, until 1969 when President Nixon appointed him to serve as a U.S. circuit judge for the ninth circuit.

Aviation Drug-Trafficking Control Act

(Public Law 98-499)

This law increases the aviation related penalties against airmen and aircraft owners who participate in drug trafficking. Under current law, there are relatively minimal sanctions against aviation licenses, such as a $1,000 civil penalty or suspension of a pilot's license for one year. The law requires a five-year revocation of airmen licenses and aircraft certificates of registration if there is knowing use of an aircraft in drug trafficking. The law also establishes criminal penalties of five years in prison and a fine of up to $25,000 for persons who do not have airmen certificates and operate aircraft in connection with drug trafficking and for persons who sell or use fraudulent aviation licenses or aircraft registration or markings in connection with drug trafficking.

The law protects the rights of airmen and aircraft owners who are entitled to an evidentiary hearing before the National Transportation Safety Board before sanctions are imposed. NTSB's decision is subject to judicial review. The law does not affect the penalties imposed by state and Federal criminal laws on drug trafficking. Airmen and aircraft owners participating in drug trafficking

will be subject to these penalties, in addition to the new penalties against their aviation licenses.

To Develop Long-Term Job Opportunities in Public Works With Respect to National Infrastructure, Public Works Improvement Act of 1984

(Public Law 98–501)

The Act establishes a National Council on Public Works Improvement and requires the President's budget to separately identify and summarize the capital investment expenditures of the United States.

Title I of the Act establishes a five-man Council; three to be appointed by the President, one by the House and one by the Senate. Council members are to be selected from among persons knowledgeable and experienced in public administration, planning, architecture, civil engineering or public investment financing. A twelve-member advisory group to the Council is also established.

The Council is to submit to the Congress three annual State-of-the-Nation's Infrastructure Reports.

In addition, the Council is to develop and publish uniform criteria and procedures for inventorying and assessing the condition of public works improvements. It is also to develop guidelines for the uniform reporting by Federal agencies of construction, acquisition, rehabilitation and maintenance data regarding public works improvements.

Title II requires the President to provide more detailed information on major capital investment programs in the supplemental material accompanying the annual budget. The President is required to report information on the current, as well as projected, levels of expenditures for major military and public civilian capital investment programs. In addition, the President will provide information on policy issues and estimated investment needs for public civilian capital investments.

Renaming Dulles International Airport as Washington Dulles International Airport

(Public Law 98–510)

This law renames Dulles International Airport in Virginia as the Washington Dulles International Airport. The renaming will make it clear to all passengers that Dulles Airport serves Washington, D.C. and will end confusion between Dulles Airport and the airport in Dallas, Texas.

Designating the U.S. Post Office and Courthouse in Jackson, Mississippi, as the "James O. Eastland United States Courthouse"

(Public Law 98-521)

This law provides that the United States Post Office and Courthouse located at 245 East Capital Street in Jackson, Mississippi, shall hereafter be known and designated as the "James O. Eastland United States Courthouse". James O. Eastland was elected to the Mississippi House of Representatives from Scott County in 1927 and served one term from 1928 to 1932.

Senator Eastland was appointed to the United States Senate on June 30, 1941, and served in that capacity until September 28, 1941. He was elected to the United States Senate on November 3, 1942, for the term beginning January 3, 1943, and was reelected for five succeeding terms until his resignation on December 27, 1978.

Designating the Federal Building in Jackson, Mississippi, as the "Doctor A. H. McCoy Federal Building"

(Public Law 98-522)

This law provides that the Federal Building at 100 West Street in Jackson, Mississippi, shall hereafter be known and designated as the "Doctor A. H. McCoy Federal Building". Doctor A. H. McCoy was a black dentist who provided care to the citizens of Jackson, Mississippi, for over forty years. He worked to improve the plight of those living in poverty.

Transfer of General Post Office Building in the District of Columbia

(Public Law 98-523)

This law authorizes the administrator of the General Services to transfer to the Smithsonian Institution, without reimbursement, and for use by the Smithsonian Institution for certain art galleries and related functions, the General Post Office Building located between Seventh and Eighth Streets Northwest and E and F Streets Northwest, in the District of Columbia. The Administrator, at the earliest practicable date, shall relocate all operations of the United States International Trade Commission to a building in downtown Washington, District of Columbia. The Administrator's determination as to such relocation shall be based on studies and investigations in which the Chairman of the International Trade Commission shall have full opportunity to consult and cooperate with the Administrator. The Administrator and the Chairman are directed to submit each report separately in writing to the Congress regarding the status of the relocation authorized by this law. Lastly, there is authorized to be appropriated to the Board of Regents of the Smithsonian Institution $40,000,000 for renovation and repair of the General Post Office Building.

To Designate the Lock and Dam on the Warrior River in Hale County, Alabama, as the "Armistead I. Selden Lock and Dam"

(Public Law 98-546)

Armistead I. Selden served his constitutents and the Nation with diligence and distinction as a member of the Alabama State Legislature, as a Member of the U.S. House of Representatives, as Deputy Assistant Secretary of Defense, and as U.S. Ambassador to New Zealand, Fiji, Tonga, and Western Samoa. This Act designates the Warrior River Lock and Dam in Hale County, Alabama, as the "Armistead I. Selden Lock and Dam" in his honor.

He fully recognized the importance of inland waterway development for the growth of Alabama's economy and for the improvement of its citizens' quality of life. His efforts in the Congress were highly instrumental in promoting the funding and construction of the Warrior River Lock and Dam in Hale County.

Motor Carrier Safety Legislation

(Public Law 98-554)

Title I of the Act (The Tandem Truck Safety Act of 1984) establishes a process for exempting segments of the National System of Interstate and Defense Highways (Interstate system) from use by the longer (including tandems) and wider trucks authorized by the Surface Transportation Assistance Act of 1982 (STAA). The process can be initiated either by a state or the Secretary of Transportation (Secretary). The final administration determination of whether or not an exemption will or will not be granted is made by the Secretary. The standard for making a determination is whether or not the highway segment at issue can safely accommodate the longer and wider trucks.

Another provision of Title I would preclude the Secretary from designating any Federal-aid highway where the lanes are not 12 feet or more for use by 102-inch wide motor vehicles after June 5, 1984, unless the Governor of the state in which the designated highway is located agrees to the designation. Moreover, any designation of a Federal-aid Primary highway that is not designed to be 12 feet or more must be consistent with highway safety. This new standard would apply to any designation of a Federal-aid Primary highway for use by 102-inch wide motor vehicles. It would be the criterion for the Secretary for any designations made after June 5, 1984, or to any redesignation of a segment of the Federal-aid Primary system that was designated prior to June 5, 1984 for use by the 102-inch wide motor vehicles.

The last provision of Title I extends the reasonable access mandate of section 412 of the STAA to any truck tractor-semitrailer combination in which the semitrailer has a length of 28½ feet or less is generally operated as part of a vehicle combination described in section 411(c) of the STAA. In addition, the provision restates existing policy with respect to the ability of state and local governments to impose reasonable restrictions based upon safety considerations.

Title II of the Act (The Motor Carrier Safety Act of 1984) is a major revision of the safety laws as they apply to trucks and buses operating in interstate commerce. Title II of the Act streamlines the regulatory authority of the Secretary with respect to the operation of these commercial motor vehicles. A key aspect of the legislation is the increased authority of the Federal government to impose civil penalties against violators of the Federal safety regulations along with the reimposition of existing civil and criminal penalties at higher levels.

Title II establishes a closer and more unified Federal/State partnership for enforcing safety laws. The first step was taken in the 97th Congress when section 402 of the STAA was enacted. Section 402 established a state grant program for states that agree to enforce Federal law or for states that have safety laws compatible with the Federal law. This program will provide for enhanced safety by uniting the enforcement efforts of the Federal government and the states.

Title II now establishes an administrative process at the Department of Transportation for establishing Federal minimal safety standards for all commercial motor vehicles operating in interstate commerce and for application of those standards at the state level. The process is aimed at achieving more uniformity in the Federal and state safety laws dealing generally with those safety matters now regulated by the Department of Transportation pursuant to Title 49 of the Code of Federal Regulations, Parts 390–399, and as expanded by Title II of this Act. The process can be utilized to achieve more uniformity with a strong mandate for establishing, preserving and enforcing any law that results in a higher degree of safety. When implemented over the next five years and thereafter, the process should maximize government efforts to upgrade commercial motor vehicles. A mechanism is established in the Act for assuring state participation in the process, along with participation by other groups that are interested in safety. The Committee will participate in the process and will conduct mandatory oversight hearings for the next five years.

Title II also deals with other aspects regarding commercial motor vehicles. For example, section 222 gives the Secretary the authority to reduce minimum insurance levels for farm vehicles. It is a very narrow exception to the general rule, and it may not be used to eliminate all Federal requirements. In short, it means that the Secretary can reduce minimum insurance requirements for these farm vehicles to a level where the Secretary believes the public will be adequately protected.

Sections 224 through 226 deal with motor carriers of contiguous foreign countries that either operate in the United States or are seeking authority to operate in the United States. The Act requires that all such motor carriers of passengers must carry evidence of financial responsibility (insurance) in their vehicles at all times. Failure to do so results in denial of entry into the United States.

In addition, the current moratorium on the issuance of certificates to motor carriers from contiguous foreign countries is extended from two to four years, and the President is given broader discretionary powers with respect to waiving and imposing any

moratorium. Now, the moratorium is only in effect to Mexican motor carriers that engage in regulated commercial transportation.

Finally, foreign motor carriers of property from Canada and Mexico may be required to apply for and receive special certificates from the Interstate Commerce Commission. Those carriers engaging in the transportation of exempt commodities and those engaging in private transportation services are affected by the new law. Requirements for such certification include proof of compliance with the safety, insurance and applicable tax laws of the United States. The President has discretion to impose or to waive the certification requirement; however, the law automatically imposes the requirement on Mexican motor carriers of property engaging in the specified types of services, a requirement which can be waived at some future time by the President.

The purposes of section 224 through 226 are to provide better enforcement techniques for assuring compliance with the laws of the United States and to enhance the ability of U.S. trade officials to negotiate for fair treatment of U.S. motor carriers by contiguous foreign countries.

Hazardous Materials Transportation Act Amendments of 1984

(Public Law 98-559)

This Act authorizes appropriations for Fiscal Years 1985 and 1986 for the Department of Transportation to carry out the Hazardous Materials Transportation Act. The Act provides $7,500,000 for Fiscal Year 1985 and $8,000,000 for Fiscal Year 1986.

The Act amends section 109(a) of the Hazardous Materials Transportation Act by adding a new provision that provides that nothing in subsection 109(a) shall be construed to limit the authority of the Secretary of Transportation to enter into a contract with a private entity for use of a supplemental reporting system and data center operated and maintained by such entity. The Act also changes the date for the submission of the Department of Transportation's annual report to Congress on the transportation of hazardous materials from May 1 to June 15.

Moreover, the Act requires that the Secretary of Transportation and the Director of the Federal Emergency Management Agency in coordination with other Federal, state and local agencies to evaluate and to report on programs for planning for emergency response to incidents involving the transportation of hazardous materials and training programs for such response and for complying with and enforcing the Hazardous Materials Transportation Act.

The report must also include a description of these programs along with an assessment of how much money is being spent at all levels of government for these programs. Finally, the report must include recommendations for funding the programs, including, but not limited to, the establishment of a funding mechanism that would assure long-term funding for these programs.

Designating the U.S. Post Office and Federal Building Located in Elkins, West Virginia, as the "Jennings Randolph Federal Center"

(Public Law 98–560)

This law provides that the United States Post Office and Federal Building located at the corner of Randolph Avenue and Third Street, Elkins, West Virginia, shall hereafter be known and designated as the "Jennings Randolph Federal Center". The effective date of this Act shall be January 5, 1985. Jennings Randolph was elected to the U.S. House of Representatives in 1932 and was re-elected for 14 consecutive years. Senator Randolph was elected to the U.S. Senate in 1958 to complete the term ending January 1961. He was reelected in 1960 and was subsequently relected for three terms. He has announced his retirement effective January 1985.

Designating the Federal Building in Ocala, Florida, as the "Golden-Collum Memorial Federal Building"

(Public Law 98–579)

The purpose of this law is to memorialize the Veterans of the Vietnam War by designating the U.S. Courthouse in Ocala, Florida, as the "Golden-Collum Memorial Federal Building and U.S. Courthouse" in honor of the first and last members of the military from Florida's Marion County who lost their lives in the Vietnam War.

On November 8, 1965, Pcf. Carl Goldern, age 17, became the first Marion County resident to lose his life while fighting for his country in Vietnam. As the war progressed, 40 more brave soldiers from Marion County, like Private Golden, met their death. Finally, on April 23, 1971, Capt. William Edward Collum, age 21, became the last of the 42 military servicemen from Marion County to die while serving his country in Vietnam.

Designating the Federal Archives and Records Center in San Bruno, California, as the "Leo J. Ryan Memorial Federal Archives and Records Center"

(Public Law 98–580)

The purpose of this law is to memorialize the Honorable Leo J. Ryan who was shot and killed in northern Guyana, South America on November 18, 1978 at the end of a four-day fact finding mission on behalf of San Francisco residents and the House International Relations Committee. Congressman Leo J. Ryan was elected to the U.S. House of Representatives in 1972 and was re-elected to three succeeding terms.

Designating the Federal Building and U.S. Courthouse in Denver, Colorado, as the "Byron G. Rogers Federal Building and United States Courthouse"

(Public Law 98–582)

This law provides that the Federal Building and United States Courthouse at 1961 Stout Street, Denver, Colorado, shall hereafter be known as the "Byron G. Rogers Federal Building and United States Courthouse"

Byron G. Rogers was elected as a Democrat to the 82nd Congress on November 7, 1950, and was reelected to the 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, and 91st Congresses.

Designating U.S. Federal Building in Las Vegas, Nevada, as the "Foley Federal Building"

(Public Law 98–583)

The purpose of this law is to honor the Foley family of Nevada; this family has played an overwhelming role in the State's history for four generations. The combined service record of 12 members of the Foley family totals an unprecedented 299 years of legal experience in Nevada.

Designating the United States Courthouse Building in Hato Rey, Puerto Rico, as the "Clemente Ruiz Nazario United States Courthouse"

(Public Law 98–589)

The purpose of this law is to memorialize the Honorable Clemente Ruiz-Nazario, the first Puerto Rican ever to serve as a judge in the U.S. district court system, by naming the new U.S. District Courthouse in Hato Rey, P.R., in honor of the late Judge Ruiz-Nazario.

Designating the United States Federal Building in Utica, New York, as the "Alexander Pirnie Federal Building"

(Public Law 98–591)

The purpose of this law is to memorialize Congressman Alexander Pirnie, a Republican who represented New York's 32nd Congressional District for 14 years.

His tenure in Congress began on November 4, 1958, when he was elected to the 86th Congress, a position he retained until he retired 14 years later.

Designating the United States Federal Building in Oak Ridge, Tennessee, as the "Joe L. Evins Federal Building"

(Public Law 98-593)

The purpose of this law is to memorialize Congressman Joe L. Evins, a Democrat who represented Tennessee's Fourth Congressional District for more than 30 years, by designating the Federal Building, located on Administration Road in Oak Ridge, Tenn., as the "Joe L. Evins Federal Building." His long and distinguished career in Congress began when he was first elected to the 80th Congress on November 5, 1946.

To Designate the Table Rock Lake Visitors Center Building in the Vicinity of Branson, Missouri, as the "Dewey J. Short Table Rock Lake Visitors Center"

(Public Law 98-597)

The Table Rock Dam is located on the White River in southwestern Missouri about eight miles upstream and southwest of Branson, Missouri. Table Rock Lake extends about 79 miles upstream along the White River and inundates areas in both Missouri and Arkansas. The project was authorized by the Flood Control Act of 1941 for flood control, generation of hydroelectric power, and other beneficial water uses. Construction of the project began in October 1952 and was essentially complete in May 1959. The Visitors Center building is located at the south end of the Dam.

Dewey Short was elected to the Seventy-first Congress in 1928 but was defeated for reelection in 1930 and returned to his private professional pursuits. In 1934 he was reelected to Congress and was reelected to the ten succeeding Congresses.

During his years in Congress, Congressman Short was extremely influential in promoting the authorization of the Table Rock Lake project and in securing the appropriation of the $65.5 million necessary for its construction. The project provides recreational benefits to more than 6.5 million visitors annually from all over the Nation and provides regional economic benefits to southwestern Missouri and northwestern Arkansas.

In view of Congressman Short's efforts to make the Table Rock Lake project a reality, and in view of his long-time service to his district and to his Nation, it is fitting that this Visitors Center be named in his memory.

To Amend the River and Harbor Act of 1946 (Newport News Creek Channel Boundary Change)

(Public Law 98-606)

This Act authorizes the relocation of the channel and harbor entrance for the Newport News small boat harbor.

This harbor was authorized by Congress in 1946, and constructed shortly thereafter. Virginia sought permission from the Corps of Engineers to move the channel and entrance a distance of 150 feet

in order to construct the Interstate 664 bridge and tunnel between Newport News and Chesapeake, Virginia. However, the Corps of Engineers has determined that it cannot grant this permission without congressional approval, since this project was specifically authorized by the Congress in 1946.

This Act authorizes the Corps to grant the permission to modify this project. Virginia will use its allocated funds under the highway trust fund to accomplish this project.

To Eliminate Restrictions With Respect to Imposition and Collection of Tolls on the Richmond-Petersburg Turnpike Upon Repayment by the Commonwealth of Virginia of Certain Federal-Aid Highway Funds Used on Interchanges and Connections to Such Turnpike

(Public Law 98-607)

This Act amends the agreement required by statute pertaining to the imposition or collection of tolls on the Richmond-Petersburg Turnpike between the Federal Highway Administration and the State of Virginia to allow continuation of tolls on the Turnpike until Interstate 295 around Richmond is completed. The State of Virginia is authorized to return to the U.S. Treasury any Federal-aid highway funds spent for construction of interchanges or connections to the Richmond-Petersburg Turnpike. The repaid amounts shall be credited to the unobligated balance of Interstate construction funds.

The National Groundwater Commission

(Public Law 98-616)

Section 704 of the Conference Agreement on H.R. 2867, The Hazardous and Solid Waste Amendments of 1984, provides for the establishment of a National Groundwater Commission. This provision is substantially the same as language agreed to in the 97th Congress (H.R. 6307) by the Committees on Public Works and Transportation and Energy and Commerce. H.R. 6307 was sequentially referred to the Public Works Committee because of the inclusion of a National Groundwater Commission.

The duties of the Commission are to evaluate the quality of the Nation's ground water, identify the sources and the extent of groundwater contamination, assess the need for a policy to protect ground water, assess the adequacy of existing standards for groundwater quality under state and Federal law, and address a number of other factors relating to groundwater including its quantity and the economic and engineering feasibility of recharging or removing contaminants from aquifers. This legislation was signed into law by the President on November 8, 1984.

Constructing and Siting of Artificial Reefs for Fishery Enhancement

(Public Law 98-623)

H.R. 5447, a bill providing national standards for the construction and siting of artificial reefs in the waters of the United States, was jointly referred to the Committees on Merchant Marine and Fisheries and Public Works and Transportation. This legislation established national standards for siting, constructing, monitoring and managing artificial reefs and calls for the development of a national artificial reef plan specifying criteria which will streamline the artificial reef permit review process by the various Federal agencies. The bill was reported by the Committee on Merchant Marine and Fisheries on June 5, 1984.

The text of this bill with amendments informally agreed to by the Public Works and Transportation Committee was added by a floor amendment to H.R. 6342, a bill approving international fishery agreements, on October 4, 1984. This bill was signed into law on November 8, 1984.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON AVIATION

During the 98th Congress the Aviation Subcommittee, chaired by Congressman Norman Y. Mineta with Congressman John Paul Hammerschmidt serving as Ranking Minority Member, was responsible for nine bills which were enacted into law. The Subcommittee also held several important oversight hearings on programs of the Civil Aeronautics Board and Federal Aviation Administration.

The Subcommittee's nine enacted bills are summarized elsewhere in this Report. The enacted bills include the Civil Aeronautics Board Sunset Act of 1984, PL 98–443, which ensures that airline consumers will continue to be protected after the CAB sunsets on December 31, 1984. Under the Sunset Act, all current CAB consumer regulations will continue in effect after sunset and the Department of Transportation will have authority to adopt such new or modified regulations as may be required. The Sunset Act also clarifies the status of other CAB authority after sunset and includes provisions to ensure an orderly transfer of CAB's continuing authority to other agencies.

Another important law reported by the Subcommittee was the Aviation Drug-Trafficking Control Act, PL 98–449, which increases the aviation-related penalties against airmen and aircraft owners who participate in drug trafficking. Also of great importance was the Aircraft Sabotage Act, included in the Continuing Resolution, PL 98–473. This Act implements the Montreal Convention on Aircraft Sabotage and provides, as required by the Convention, that the U.S. will have jurisdiction to punish a person committing an act of aircraft sabotage outside of the United States if the offender subsequently is found in the United States.

In addition to its work on legislation, the Subcommittee held a number of oversight hearings which led to corrective action by the agencies.

In June 1983, the Subcommittee held hearings on the Computer Reservations Systems used by travel agents to check schedules and fares, and make reservations. The hearings brought out that two large airlines market most of the computer systems used by travel agents. It was alleged at the hearings that the airlines marketing these systems were engaging in a number of practices which were unfair to consumers and competing airlines. These practices included preferential listings in computer schedule displays of the schedules of the carrier marketing the system; the charging of high rates to some airlines for having their schedules listed in the computer system, for the purpose of weaking the ability of these airlines to compete with the host carrier; and the use of information gained from computers to enhance the host carrier's competitive position. Following the hearings, the Subcommittee Chairman and Ranking

Minority Member wrote to the Civil Aeronautics Board asking the Board to consider remedial action. In response CAB instituted rulemaking proceedings, which recently resulted in the issuance of final rules designed to limit preferential listing of schedules and other unfair competitive practices.

In November 1983 the Committee held hearings on whether FAA has enough safety inspectors to ensure that the airlines are complying with FAA regulations on operations and maintenance. The hearings established that although the workload of FAA inspectors had increased as a consequence of the formation of many new airlines after passage of the Airline Deregulation Act of 1978, FAA's safety inspector workforce had been cut by nearly 25 percent from fiscal year 1981 through fiscal year 1984. After the hearings Chairman Mineta wrote to Secretary of Transportation Dole to urge that the inspector workforce be returned to at least the fiscal year 1981 authorized level. Secretary Dole agreed to do this and as a result of hiring the workforce has now been restored to 1981 levels.

In July and August 1984 the Subcommittee held hearings on FAA regulations on aircraft cabin safety. The Subcommittees on Aviation and Investigations and Oversight have been working for many years to push FAA into issuing regulations to improve safety in the cabin. After the most recent hearings, FAA agreed to a timetable of regulatory actions on various cabin safety issues. The agency further agreed to file monthly reports with the Committee indicating the status of its remedial actions. To date FAA has been meeting its commitments and long-awaited rulemaking has been going forward. Recently, FAA issued final rules requiring fire blocking layers on all seat cushions, floor level emergency lighting, and standardized child seats. In the next two months FAA is expected to issue final rulemaking requiring smoke detectors in galleys and lavatories, automatic fire extinguishers in lavatory trash receptables, and more and better fire extinguishers throughout the cabin. Also in the next two months FAA is expected to propose rules requiring portable protective breathing devices for flight attendants, improved fire training for flight attendants, new standards of fire safety for cabin materials generally, fire-retardant jet fuel, and expanded on-board medical kits. The Subcommittee is hopeful that all cabin safety rulemaking will go forward on an expedited schedule.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON ECONOMIC DEVELOPMENT

The Subcommittee on Economic Development approved three major bills to stimulate economic recovery through job creation, to repair and improve the Nation's infrastructrue, and to provide a better assessment of infrastructure needs.

Early in the first session, the Subcommittee together with the Subcommittee on Economic Stabilization of the Committee on Banking, Finance and Urban Affairs, held hearings on legislation to substantially revise the Public Works and Economic Development Act of 1965 and the Appalachian Regional Development Act of 1965.

During the 97th Congress, there was an extensive review and evaluation of existing economic development programs, and new authorizing legislation was developed. This legislation (HR 6100) was considered and passed by the House on August 12, 1982, by a vote of 281 to 95. The Senate, however, failed to consider the bill. The updated authorization bill was introduced in the 98th Congress as HR 10.

Hearings on HR 10 and similar bills were held by the Subcommittee on Economic Development on February 12, and jointly with the Subcommittee on Economic Stabilization on March 1, 1983 (Hearing Print 98–3). The bill with relatively few changes was reported by the full Committee March 23 by a unanimous vote of 50 to 0 (Report 98–52, part 1). The Banking Committee ordered the bill reported favorably by a voice vote on May 5, 1983 (Report 98–52, part 2). On July 12, the bill passed the House by a vote of 306 to 112. Again, as in the 97th Congress, the Senate failed to take any action on the House-passed bill.

Title I of HR 10 would have provided a total of $1.5 billion over the fiscal years of 1984, 1985, and 1986 to assist local communities to develop and implement a long-term economic investment strategy. The National Development Investment Act would have revised the programs authorized by the Public Works and Economic Development Act by targeting funds to communities experiencing serious economic problems, such as unemployment above the national average, low per capita income, or a major plant closing. Grants would have been used for the construction or repair of public facilities, establishing locally administered revolving loan funds to assist businesses in the area, technical assistance grants to prepare for development, and activities to facilitate economic adjustment and prevent economic dislocation.

In addition, Title II of HR 10 would have implemented the "finish-up program" proposed by the Appalachian Governors. It would have extended both the highway and non-highway programs of the Appalachian Regional Development Act. Funds were authorized for the Appalachian area development programs through fiscal

year 1988 and for the construction of the Appalachian highway system through fiscal year 1991. A total of $399 million was authorized for the non-highway program and $2.2 billion to finish up the highway programs.

Responding to the highest unemployment since the Great Depression, the Subcommittee drafted HR 2544, the Emergency Public Works Employment Act of 1983, to provide immediate useful temporary jobs on labor-intensive projects repairing, renovating and improving local public facilities. The bill was introduced on April 13, 1983. The Subcommittee held five days of hearings on this and other bills on April 20, 21, 26 and 27 and May 3 (Hearing Print 98–13).

Subcommittee mark-up was held May 5. The full Public Works and Transportation Committee held mark-up on May 12, and the bill was ordered reported by a recorded vote of 31 to 19. (Report 98–202).

The bill as reported would have authorized $3.2 billion for grants to areas of high unemployment for the construction, renovation and repair of local public works such as water and sewer lines, roads, bridges, schools and other public buildings. To insure that these funds would result in the quickest possible job creation, funds were to be channeled through the Office of Revenue Sharing within the Department of the Treasury. Each project had to be completed within one year. Local communities had to give assurances that they would hire the long-term unemployed and provide part-time jobs for young people who were experiencing the highest rate of unemployment. The House took no action on the bill.

The third bill, the Federal Capital Investment Program Information Act of 1983, was signed into law as PL 98–501 on October 19, 1984. This bill was an outgrowth of hearings begun during the 97th Congress and was reported by the Committee in the first session of the 98th.

In September 1982, the Subcommittee held four days of hearings on HR 6591, and on the general concept of capital budgeting for the Federal government. Capital budgeting was examined for its desirability as a decision-making tool to help government officials allocate limited funds in the most effective way to repair or replace our public facilities (Hearing Print 97–68). A report was prepared on these initial hearings (Committee Print 97–69) to provide background for further consideration of the subject in the 98th Congress.

Federal capital budgeting legislation similar to the bill considered in the 97th Congress was introduced February 3, 1983, as HR 1244. This bill was jointly referred to the Committee on Public Works and Transportation and the Committee on Government Operations. The Subcommittee considered this and other bills referred to the Committee on capital budgeting, job creation, and infrastructure repair policies at hearings held April 20, 21, 26, 27 and May 3, 1983 (Hearing Print 98–13). At the May 3 hearing, the Director of the Office of Management and Budget testified and expressed the agency's concern about the scope of information that would be required under the bill. In order to address these concerns, a substitute measure was developed with the assistance of the Office of Management and Budget, and adopted in lieu of the original provi-

sions of HR 1244. The Committee ordered the bill reported on May 11, 1983, by voice vote (Report 98-153, Part I).

The bill was considered by the Committee on Government Operations, and hearings were held during the second session. The Committe ordered the bill reported on April 10, by a voice vote and the report was filed April 25, 1984. (House Report 98-153, Part 2). A similar bill, S 1330 (Senate Report 98-341) passed the Senate February 9, 1984 by a voice vote. HR 1244 was taken up in the House under suspension of the rules, and was passed May 15, 1984, After protracted negotiations, a conference report was filed October 3, 1984 (House Report 98-1134). This report was approved by the House October 4 and the Senate October 5, and signed by the President October 19, 1984 (Public Law 98-501).

The Act establishes a National Council on Public Works Improvement and requires the President's budget to separately identify and summarize the capital investment expenditures of the United States.

Title I of the Act establishes a five-man Council; three to be appointed by the President, one by the House and one by the Senate. Council members are to be selected from among persons knowledgeable and experienced in public administration, planning, architecture, civil engineering or public investment financing. A twelve-member advisory group to the Council is also established.

The Council is to submit to the Congress three annual State-of-the-Nation's Infrastructure Reports.

In addition, the Council is to develop and publish uniform criteria and procedures for inventorying and assessing the condition of public works improvements. It is also to develop guidelines for the uniform reporting by Federal agencies of construction, acquisition, rehabilitation and maintenance data regarding public works improvements.

Title II requires the President to provide more detailed information on major capital investment programs in the supplemental material accompanying the annual budget. The President is required to report information on the current, as well as projected, levels of expenditures for major military and public civilian capital investment programs. In addition, the President will provide information on policy issues and estimated investment needs for public civilian capital investments.

The Subcommittee in March of 1984 heard testimony from the new Assistant Secretary for Economic Development, J. Bonnie Newman, on the Economic Development Administration's planned implementation and use of funds appropriated for fiscal year 1984 (Hearing Print 98-46). Also discussed were proposed policy and administrative decisions affecting the Economic Development Administration.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON INVESTIGATIONS AND OVERSIGHT

The Subcommittee on Investigations and Oversight is the Public Works and Transportation Committee's formal "oversight" subcommittee. In that role it has review jurisdiction over all the program areas that fall within the purview of the five legislative subcommittees. Since those subcommittees also exercise their own independent oversight authority, close coordination and cooperation among the subcommittees and with the full committee is essential. The record shows continued success in achieving this coordination under Subcommittee Chairman Elliott H. Levitas and Ranking Member Guy V. Molinari.

In both sessions of the 98th Congress frequent meetings, consultations, and exchanges of information were held between the staffs of the subcommittees and with personnel assigned to the full Committee. Oversight continues to be a high priority among all and this subcommittee staff assisted legislative staff with their oversight activity.

Subcommittee hearings not only measured the performance of the Executive Branch in administering legislative programs, but also resulted in recommendations for administrative reforms and the introduction of corrective legislation.

During this past Congress, there was extensive oversight in the areas of transportation. The subcommittee carried out a comprehensive investigation into the decision by the New York City Transit Authority to permanently withdraw from service 851 Grumman Flxible advanced design buses for alleged safety reasons. The issue was significant not only because the federal government contributed more than $70 million toward the purchase price of the buses, but because dozens of transit systems nationally continued to operate the Grumman Flxible vehicle.

The subcommittee worked with the Urban Mass Transportation Administration to put in place new safeguards to assure better quality control and quality assurance on federally-funded rail construction projects. Concern about construction management grew out of a December 1983 hearing in Miami and investigations in other U.S. cities building or planning rail transit systems.

The subcommittee conducted three major inquiries related to the Interstate Highway Program. The first investigation related to problems encountered during the construction of a major new highway bridge at Zilwaukee, Michigan. A major segment of the bridge significantly shifted during construction, requiring costly remedies, and resulting in a protracted dispute over why the mishap occurred and who was responsible. A troubling series of transportation "construction" problems were identified in 1983-84, suggesting a need for greater attention to better construction management.

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The second concerned national bridge safety, with one episode involving the tragic failure of a bridge on Interstate 95 at the Mianus River in Connecticut. Subcommittee members were briefed at the site by federal and state officials.

A third safety-related investigation focused on the reported premature roadway deterioration of Interstate 10 in Florida. The hearing contributed to improvement in the evaluation of design and maintenance alternatives by transportation officials.

In aviation matters, the subcommittee continued its ongoing review of air safety policies and practices, including the integrity and rebuilding of the national air traffic control system. Several days of hearings were held to receive testimony on the status and management of the air traffic control system and whether it had the resources to handle growing traffic volumes. The extent to which stress and fatigue among controllers could affect the system's ability to function effectively was examined in detail. The hearings clearly demonstrated the Federal Aviation Administration was repeating many of the same management mistakes which led to the August 3, 1981 walkout by more than 11,000 air traffic controllers and which is now leading to the formation of a new controller union.

The testimony, which was presented in the subcommittee hearings, prompted the Subcommittee Chairman and the Ranking Member to visit the FAA's Training Academy at Oklahoma City and a number of traffic control facilities throughout the nation. The facilities included Air Route Traffic Control Centers, Terminal Radar Control Rooms and individual airport towers. In the course of these visits, the Members were able to discuss problem areas privately with working controllers and to view firsthand the amount of traffic each was handling during some of their busiest hours. These conversations confirmed much of the testimony which had been presented to the subcommittee in public hearings by other controllers. These investigative visits to air traffic control facilities are continuing.

The subcommittee also resumed hearings on the impact of weather on aviation safety, which had been temporarily interrupted by the controllers walkout in 1981. Testimony reflected the same problem areas, which had been identified earlier in 1975 subcommittee hearings and repeated in the 1981 hearings, continued to exist. These hearings were concluded and a subcommittee report containing recommendations to correct many of the problem areas identified over this nine year period will be forthcoming shortly.

Hearings were held on the safety regulation of small aircraft and on steps that could be undertaken to improve the chances for more aircraft passengers to survive crashes. This latter subject dealing with cabin safety has been a concern of the subcommittee for almost nine years, and the testimony led to the introduction of a bill by the Subcommittee Chairman and Ranking Member to require the Administrator of the Federal Aviation Administration to promulgate final rules not later than December 31, 1985, prescribing standards to minimize the hazards of fire and smoke on aircraft.

The crash of a cargo aircraft, which had been improperly fueled, in a residential area adjacent to the St. Louis Airport led to a

public briefing of subcommittee Members in St. Louis at which testimony was received outlining many of the problem areas along with proposals for eliminating this type of error. The participation of the federal agencies in that briefing and the exchange of information is expected to result in more stringent rules for certification of aircraft fuelers.

A 1983 subcommittee report had suggested improvements which were needed in the implementation of the United States International Aviation Policy. One of the bi-lateral agreements discussed in the 1981 and 1982 subcommittee hearings, which were the basis for the report, was between the U.S. and the Republic of Korea. Information received by the subcommittee indicating that U.S. air carriers operating to Korea were still being unfairly treated prompted a one day hearing to receive testimony from U.S. Government and the air carrier officials. This matter is still under review.

The matter of access at airports has been a concern of the subcommittee since the Deregulation Act of 1978, and continued monitoring of the efforts of the U.S. Department of Transportation and the air carriers to resolve the problems at several over-crowed airports, along with the over-scheduling of flights during certain peak hours led to the introduction of bills by the Subcommittee Chairman and Ranking Member to deal with this problem.

In 1983, the subcommittee completed hearings on the General Services Administration's handling of leased space for the Environmental Protection Agency at the Waterside Mall in Southwest Washington, D.C. A subcommittee report was released which noted that GSA had exhibited an "inadequate administrative record" in failing to enforce a lease requiring the installation of a cafeteria for EPA employees at this location. GSA has since initiated steps to correct several lease-related problems that have occurred at other locations around the nation and to improve internal administrative procedures to preclude a repetition of an incident of this type.

In response to concerns expressed about the management of the Economic Development Administration, the subcommittee initiated a 1983 investigation into management practices and policies, some of which seemed to refect defiance of congressional intent. The issues were aired in a one-day hearing. Early in 1984, a new assistant secretary of Commerce for economic development was appointed by the Administration.

The subcommittee requested and received a report from the U.S. Comptroller General which noted a growing backlog of water resource projects and indicated that dozens of congressionally authorized projects would never be built. In a joint hearing held with the Water Resources Subcommittee, alternatives were examined to deal with the backlog problem, including wholesale legislative deauthorization of dormant projects. Language carrying out the latter was included in a comprehensive omnibus water projects bill passed by the House in 1984.

The subcommittee continued to devote considerable attention to water quality and water pollution issues. Priority was directed to the alarming reality that ground and surface water resources were being contaminated in many areas of the country due to the re-

lease of toxic chemicals from thousands of abandoned and uncontrolled hazardous waste disposal sites.

Investigation of the hazardous waste problem, which had begun in 1981, focused primarily on the Environmental Protection Agency's efforts to carry out the provisions of the Superfund law. Unfortunately, progress in this inquiry was delayed due to the refusal of the Administration to make critical documents available to the subcommittee, a refusal that resulted in the House voting a Contempt of Congress citation against the EPA Administrator in December 1982. A lawsuit brought by the Administration against the House was dismissed by the U.S. District Court on February 18, 1983. This was followed by a memorandum of understanding between administration officials and the subcommittee, which provided full access to all EPA files and documents in question. The subcommittee proceeded to hold 13 days of hearings on the Superfund program, an inquiry still ongoing as 1983 ended.

The subcommittee's investigation and public hearings on the performance of the U.S. Environmental Protection Agency in administering the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (the "Superfund" law) resulted in several significant changes in the way that the agency managed the cleanup of abandoned hazardous waste dump sites.

On a related matter, the subcommittee received testimony on the problem facing individuals who have apparently been injured due to exposure to toxic chemicals at hazardous waste dumps—the so-called "Victims Compensation" issue.

Federal policies on cleaning up hazardous waste dumps at federal facilities, particularly those under the control of the Department of Defense, also were examined. A lack of coordination and compatible policies between the EPA and DOD were revealed, deficiencies that were addressed when EPA and DOD officials appeared before the subcommittee on August 10, 1983. At that time they announced agreement on several matters, including their intention to sign a memorandum of understanding to expedite the cleanup of hazardous waste sites at military facilities.

The subcommittee received an update on the progress being made by EPA in its efforts to enforce municipal and industrial regulatory requirements under the Federal Clean Water Act. Hearings in past Congresses had disclosed that as many as one-third of the nation's wastewater dischargers were failing to comply with the requirements of their federal pollution abatement permits. Regrettably, three days of oversight hearings revealed continued serious shortcomings in the permit enforcement program.

The Investigations and Oversight Subcommittee held 63 days of public hearings and briefings during the 98th Congress. Two subcommittee reports were released and three more were nearing completion as the 2nd session ended. The proceedings of oversight hearings continues to be made available to the public in printed form.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON PUBLIC BUILDINGS AND GROUNDS

During the 98th Congress, the Subcommittee on Public Buildings and Grounds, chaired by Congressman Robert A. Young with Congressman E. Clay Shaw serving as Ranking Minority Member, was responsible for twenty-five bills which were enacted into law. The enacted bills are summarized elsewhere in this Report. The Subcommittee also held several important oversight hearings on programs of the General Services Administration, John F. Kennedy Center for the Performing Arts, Smithsonian Institution, and the Architect of the Capitol.

The Subcommittee held an extensive hearing and received detailed information regarding proposals for restoration or extension of the West Front of the United States Capitol Building. Ultimately, the Congress voted for enactment of legislation providing for restoration of the West Front of the United States Capitol.

The Subcommittee also held a hearing on H.R. 4332, a bill to approve the Master Plan for the United States Capitol Grounds and Related Areas, and for other purposes.

Following hearings in 1983 before the Subcommittee on Public Buildings and Grounds, U.S. Capitol security officials proceeded with an extensive, long-range project to update the security procedures for the U.S. Capitol complex as a result of the bombing of the Senate wing of the Capitol last November by an extremist organization. Newly installed state-of-the-art metal detectors and parcel X-ray machines screen all visitors and objects entering the various congressional office buildings. A second set of metal detectors controls access to the public galleries of both legislative chambers. Decorative security barriers and police checkpoints control vehicle access to the grounds surrounding the Capitol building.

The U.S. Capitol Police Department has expanded its operations to include increased surveillance of critical security areas. The department's canine corps has been expanded to 14 bomb-sniffing dogs. All incoming mail is routinely X-rayed and suspicious items are examined by the department's Hazardous Device Unit, one of the best in the Nation.

The security of the legislative chambers and leadership offices in the Capitol has been enhanced through a newly designed security ID system.

These security precautions were designed, however, not to interfere with public access to the Capitol complex, including individual contact with their elected representatives or tours of the buildings. The Subcommittee has been attempting to ensure that a balance is struck between security and the right of public access.

During the 98th session of Congress, the Subcommittee held a series of hearings on the federal government's efforts to identify and remove asbestos from the workplace. At the direction of Chair-

man Young and Ranking Minority Member Shaw, the Subcommittee met in San Francisco, California, on February 24, 1984, Washington, D.C., on March 23, 1984, Washington, D.C. on October 2, 1984, and St. Louis, Missouri on October 22, 1984.

Asbestos is a known toxic substance which can cause a number of lung diseases to workers who are exposed to it. Specifically, the Subcommittee was concerned about the General Services Administration's efforts to abate and minimize the exposure to employees in federal buildings and, in particular, the Phillip Burton Federal Building in San Franscisco. This building has been identified as having the most serious asbestos problem of all buildings in the government inventory.

The extent of this problem and how the government can better insure the health and safety of its workers exposed to asbestos were two fundamental questions to which answers were being sought from the testimony given before the Subcommittee.

The Subcommittee held hearings on H.R. 4714, a bill authorizing the Board of Regents of the Smithsonian Institution to plan and construct facilities for the National Air and Space Museum at Dulles International Airport; for the Smithsonian Environmental Research Center at Edgewater, Maryland; for the Smithsonian Tropical Research Institute in the Republic of Panama; and for the Fred Lawrence Whipple Observatory in Santa Cruz County, Arizona.

The Subcommittee held extensive hearings during the 98th Congress over progams under the jurisdiction of the General Services Administration, the Government's landlord, which is responsible for the construction, acquisition, leasing, operation, maintenance and repair of 8,000 buildings nationwide. The Subcommittee has been attempting to reduce costs to taxpayers by decreasing the Government's dependence on leased space and ensuring the most effective use of government-owned buildings. The Subcommittee has been aggressively streamlining the management style of the General Services Administration in order to provide for a more efficient and effective organization that provides excellent and expeditious services to Federal agencies and their employees. Greater use must be made of the expertise and talents available in the private sector.

The General Services Administration manages approximately 1,800 Government-owned buildings with 138 million square feet of space and 5,500 leased buildings with 90.1 million square feet of space. In early 1984, approximately 14.5 million square feet of this space was vacant, and an unnecessary cost to taxpayers. Through its oversight authority, the Subcommittee decreased vacant space by 8.5 million square feet, and we continue our efforts to further decrease the inventory.

In addition to increasing effective use of space, the Subcommittee focused on excessive expenditures for leasing space. A key concern is the inadequate size of the construction and acquisition budget for the General Services Administration. In fiscal year 1985, the President requested only $84 million for construction and acquisition of facilities, yet $856 million was requested for the leasing of space. Leasing is often a false economy, since only annual costs are re-

flected in the yearly budget, while the aggregate cost of long-term commitments, currently more than $3 billion, do not appear.

Ths Subcommittee is closely monitoring Government leasing practices and exploring new options, such as leasing with an option to buy, which could ultimately save the Government millions of dollars each year.

Another key concern of the Subcommittee is repair and alteration of existing Federal buildings. There is currently a backlog of $1.4 million in necessary repairs and renovations, yet only $223 million was requested in fiscal year 1985. More than 50 percent of Government owned buildings are over 40 years old and are in need of significant repairs and alterations. It is essential that the General Services Administration move ahead with this work to avoid rapid deterioration of the structures and higher future expenditures.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

During the first session of the 98th Congress, the Subcommittee on Surface Transportation, chaired by Congressman Glenn M. Anderson, with Congressman Bud Shuster serving as Ranking Minority Member, held hearings on highway and mass transit issues, coal pipelines, oil pipeline regulatory reform, oversight hearings on the Motor Carrier Act of 1980, the Household Goods Transportation Act of 1980, and the Bus Regulatory Reform Act of 1982.

On May 2, the Subcommittee held hearings in Half Moon Bay, California, on highway emergency relief assistance. On June 14, 15, and 16, 1983, the Subcommittee conducted hearings to review the implementation of the Surface Transportation Assistance Act of 1982 (P.L. 97-424). The Subcommittee review included a report on the Administration's progress in implementing the Act, necessary technical and perfecting amendments to the Act, time-sensitive amendments, and a discussion of other key issues affecting highways, highway safety and public transportation.

Prior to the completion of the hearings, the House had passed on June 13 under suspension of the rules, H.R. 3103, a bill to provide emergency highway assistance to states affected by the abnormal amount of disasters that occurred during calendar year 1983. On October 25, the Senate considered H.R. 3103 with an amendment and passed the bill by a vote of 91-2. On November 1, the House agreed to the Senate amendment with an amendment and requested a conference. The Senate did not agree to a conference.

On February 24, 1983, the House agreed to the unanimous consent request that the Committee on Public Works and Transportation be discharged from further consideration of the bill H.R. 1562, to repeal section 311 of the Federal Public Transportation Act of 1982. The Senate considered and agreed to H.R. 1562, the House-passed bill, on March 2, 1983. The bill was signed into law on March 16, 1983. This Act repeals section 311 of the Surface Transportation Assistance Act of 1982, P.L. 98-6. This provision only affects the Metropolitan Atlanta Rapid Transit Authority and permits the Georgia General Assembly to implement the compromise on the construction decisions for the direction of the rapid transit line.

On March 24, 1983, the House concurred with the Senate passage of the Uniform National Standards for Regulation of Commercial Motor Vehicle Width on Interstate Highways bill, S. 926. This bill was signed into law on April 5, 1983. The Act, P.L. 98-17, prohibits States, other than Hawaii, from establishing, maintaining, or enforcing, width limitations of more or less than 102 inches on the Interstate or other qualifying Federal-aid highways with traffic lanes designed to be a width of 12 feet or more as designated by the Secretary of Transportation. This Act removes any discrepancy in

the dates on which the length and width provisions must be implemented by the States by establishing April 6, 1983, as the effective date.

On April 13 and 19, 1983, the Subcommittee held hearings on H.R. 1010, the Coal Pipeline Act of 1983. The legislation was jointly referred to the Committee on Interior and Insular Affairs. The legislation was reported by the Subcommittee on May 18, 1983, and by the Full Committee on June 8, 1983 (House Report 98-646, Part II). The Committee on Interior and Insular Affairs reported its version of the legislation on April 15, 1983. Both bills, as reported, provided for a delegation of the Federal power of eminent domain to coal pipeline applicants that had acquired proper certification from a Federal agency. Although both Committees reported the legislation, the version reported by each Committee differed in its approach. Subsequently, both Committees agreed to a compromise version of H.R. 1010. The bill was considered by the House on September 15 and 19, 1983, and it was defeated by a roll call vote of 235 noes to 182 ayes.

On November 9 and 10, 1983, the Subcommittee held hearings on H.R. 2677, the Oil Pipeline Regulatory Reform Act of 1983. This was the first time that the Committee held hearings on regulatory reform for the oil pipeline industry. The basic thrust of the legislation is to decrease the Federal government's involvement in the pricing of transportation services performed by the oil pipeline industry. Jurisdiction for the economic regulation of the oil pipeline industry is vested in the Federal Energy Regulatory Commission. No further action was taken by the Subcommittee during the first session of the 98th Congress.

On October 7, 1983, in San Ysidro, California, adjacent to the U.S.-Mexican border, the Subcommittee conducted a hearing on the operation of foreign motor carriers in the United States. Congress addressed this issue statutorily twice in 1982. The Bus Regulatory Reform Act placed a two-year prohibition on the issuance of operating certificates to foreign carriers of freight and passengers from nations contiguous to the United States, with a waiver mechanism that has been utilized with respect to Canadian motor carriers. The Surface Transportation Assistance Act of 1982 required that all foreign motor operators carry with them proof of insurance.

Because operating certificates are not required for many types of motor carrier service, the Subcommittee had ample evidence to believe that considerable foreign trucking activity was continuing in the United States. The purpose of the hearing was to review this situation and its equity in light of the fact that U.S. carriers are prohibited from operating in Mexico.

Federal, state, and local officials as well as interested members of the trucking community, participated in the hearing and joined Subcommittee members on an inspection of border facilities and procedures used in implementing the 1982 laws.

Pursuant to a requirement of the Motor Carrier Act of 1980, the Subcommittee conducted oversight hearings on the implementation of the Act on October 25 and on November 16, 1983.

Among those presenting testimony on October 25 were representatives from the trucking and shipping communities and the teamsters union. Many of those representing carrier interests indicated

their belief that the ICC has exceeded the authority vested in it by the Act in its efforts to reduce regulations governing the motor carrier industry.

The shipping community was divided, with some stating that the Act was working well and benefitting the public, while others reported that smaller shippers were being discriminated against.

On November 16, 1983, the Subcommittee received testimony from a panel consisting of the four ICC Commissioners, and representatives from the Department of Transportation, the Defense Department, and the American Insurance Association.

A principal issue at both hearings was a possible extension of the antitrust exemption for commercial motor carriers engaged in single-line ratemaking. This exemption expired under the terms of the Motor Carrier Act on July 1, 1984. A two-year extension of antitrust immunity was included among the amendments the House adopted to the Senate amendments to H.R. 3103. This legislation died in the Senate.

On October 26, 1983, the Subcommittee conducted its statutorily required oversight hearings of the Household Goods Transportation Act of 1980 and the Bus Regulatory Reform Act of 1982. Among those presenting testimony were industry representatives and state officials.

During the first session of the 98th Congress, an agreement to convene a conference on the House-passed bill H.R. 3103, a bill to increase the amount authorized to be expended for emergency relief under title 23, United States Code, was not reached with the Senate. On February 24, 1984, the House passed a compromise interim legislative measure, H.R. 4957, to approve the Interstate Cost Estimate (ICE) and the Interstate Substitute Cost Estimate (ISCE) for the release of one-half of the funds authorized to be appropriated for Interstate construction and Interstate substitute projects, and to increase the amount authorized to be expended for emergency relief under title 23, U.S.C. The Senate concurred with the House-passed bill and passed it on March 2, 1984. This bill was signed into law on March 9, 1984 (P.L. 98–229).

With the convening of the second session of the 98th Congress, the Subcommittee on Surface Transportation, chaired by Congressman Glenn M. Anderson and with Congressman Bud Shuster serving as the Ranking Minority Member, continued to monitor the progress of the programs authorized in the Surface Transportation Assistance Act of 1982 (P.L. 97–424). The Subcommittee held ten days of hearings in February and March to receive testimony on a series of evolving transportation issues. The testimony received by the Subcommittee on February 22 and 23, 1984, on highway safety issues supported an increase in authorizations for highway safety programs, proposals for child restraint legislation, minimum 21-year-old drinking age, and computerized traffic record systems. H.R. 4616, a bill to amend the Surface Transportation Assistance Act of 1982 to require states to use at least eight per centum of their highway safety apportionments for developing comprehensive programs concerning the use of child restraint systems in motor vehicles, was introduced based upon the testimony received by the Subcommittee. The Committee reported H.R. 4616 on March 28, 1984, and it was passed by the House on April 30, 1984. The House

concurred with the Senate amendments to H.R. 4616 and passed it by unanimous consent on June 27, 1984. The bill was signed into law on July 17, 1984 (P.L. 98–363).

On April 25, 1984, H.R. 5504, the Surface Transportation and Uniform Relocation Assistance Act of 1984, was introduced to address outstanding highway concerns, long-term mass transit funding issues, and necessary modifications to effect uniform coverage and levels of benefits to persons displaced as a result of a Federal or Federally-assisted program or project. The bill was ordered reported to the House by the Committee on Public Works and Transportation on May 15, 1984 (Report 98–768).

Title I of H.R. 5504 provided for the approval of the Interstate Cost Estimate and the Interstate Substitute Cost Estimate for the remainder of fiscal year 1984 and fiscal year 1985. This title also contained two key provisions affecting the obligation ceiling, one assuring that any shortfall in meeting the obligation ceiling in fiscal year 1984 could be compensated by an upward adjustment of the ceiling for fiscal year 1985, and the other providing extra obligation authority to those states with the largest backlog of unobligated apportionments.

Also provided in title I was an increase in the discretionary bridge program under section 144 of title 23, United States Code, from $200 million to $300 million per year. The formula for apportionment of funds for resurfacing, restoring, rehabilitating and reconstructing the Interstate System would be modified to give greater weight to actual use by vehicles, including heavy trucks, and hence wear and tear on the highway.

Several issues of funding eligibility were resolved, ranging from the highway safety improvement and rail crossing programs to the Interstate construction program (including the discretionary portion thereof).

Several studies were provided, including the rural-urban distribution of funds and the equity of apportionment formulas across the board. The title also contained technical amendments, a number of projects to demonstrate the latest techniques for accomplishing certain safety and transportation objectives, and a modification of the Buy America provision of existing law (dealing with bus purchases and reinstating cement).

During consideration of the bill H.R. 5504 in the House on June 7, 1984, an amendment was adopted to address the critical problem of drunk driving. The amendment required states to enact a minimum legal drinking age of 21. If a state does not establish a minimum legal drinking age of 21, the Secretary of Transportation would be required to withhold a certain portion of a state's Federal-aid highway funds. This provision was later adopted as an amendment to the House-passed bill H.R. 4616, a bill to promote use of child restraints, that was signed into law on July 17, 1984 (P.L. 98–363).

Title II contained several amendments intended to provide maximum benefit from the fact that transit capital funding in the section 3 (of the Urban Mass Transportation Act of 1964) discretionary program is now strengthened by contract authority backed up by the Mass Transit Account in the Highway Trust Fund. Authorizations would be increased from the current level of $1.1 billion a

year to $1.5 billion, in keeping with Congressional Budget Office estimates that this level can be sustained by the level of dedicated revenues. This is also in keeping with this Committee's position that trust fund programs, whether in the area of highways or transit, should provide the maximum in the way of authorizations to benefit those users supporting the system. This title also extended authorizations for one additional fiscal year (1987). It established a split in the use of section 3 funds as follows: 40 percent new rail starts and extensions to existing systems; 40 percent rail modernization; 10 percent bus and bus facilities (which is in addition to routine replacement of bus fleets financed by apportioned funds under section 9); and 10 percent for use at the discretion of the Secretary. Moreover, title II established statutory criteria for new rail starts, relying heavily on such factors as the results of alternatives analysis, local political and financial support for project capital and operation, and cost-effectiveness. It also strengthened the ability of grantees to enter into long-term agreements with the Department of Transportation, obtaining commitments for funding in future years as it becomes available.

Title III, dealing with the Uniform Relocation Act, expanded coverage of the Act by extending eligibility for benefits to individuals, businesses and farm operations displaced as a result of activities which do not involve actual acquisition of property by a public agency uising Federal funds. Demolition and rehabilitation are a prime example, and other forms of displacement also could be compensated at the discretion of a Federal agency as exercised through the rulemaking process.

Title III also sought to achieve a degree of uniformity not achieved in the original Act; it would do so by vesting responsibility in a lead agency—the Department of Transportation—for development of government-wide regulations assuring consistency of, among other things, coverage in terms of eligibility and benefits provided. Within the framework of uniform policy, however, the amendments seek flexibility by providing for States to administer the program on the basis of certification that their laws and regulations achieve the same purpose and effect as those enacted and issued at the Federal level.

Finally, the amendments in title III provided for some expansion of benefit levels, and at the same time provided for some streamlining language which would provide some cost savings.

With the passage of H.R. 5504 in the House on June 7, 1984, by an overwhelming vote (ayes 297 and noes 73), the Senate agreed to the passage of H.R. 5504 with an amendment in the nature of a substitute on October 5, 1984. The Senate conferees to the three titles of the House-passed bill were not appointed until October 9, 1984. With the remaining time in the 98th Congress, the conferees met but were unable to achieve a consensus on the legislation. Therefore, further consideration of pressing highway, mass transit, and uniform relocation assistance amendments was forced to be deferred to the 99th Congress.

Just prior to adjournment, the House agreed to the unanimous consent request that the Committee on Public Works and Transportation be discharged from further consideration of the bill H.R. 6441, to eliminate restrictions with respect to imposition and collec-

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tion of tolls on the Richmond-Petersburg Turnpike upon repayment by the Commonwealth of Virginia of certain Federal-aid highway funds used on interchanges and connections to the Turnpike. The Senate considered and agreed to H.R. 6441, the House-passed bill, on October 11, 1984. The bill was signed into law on October 30, 1984 (P.L. 98-607). This Act amends the agreement required by statute pertaining to the imposition or collection of tolls on the Richmond-Petersburg Turnpike between the Federal Highway Administration and the State of Virginia to allow continuation of tolls on the Turnpike until Interstate 295 around Richmond is brought to completion.

HEARINGS

On April 13 and 19, the Subcommittee on Surface Transportation held hearings on H.R. 1010, the Coal Pipeline Act of 1982. The legislation was also referred to the Committee on Interior and Insular Affairs. The legislation was reported by the Subcommittee on Surface Transportation May 18, 1982, and by the Full Committee on June 8, 1982 (House Report 98-64, Part II). The Committee on Interior and Insular Affairs reported its version of the legislation on April 15, 1983. Both bills, as reported, provided for a delegation of the Federal power of eminent domain to coal pipeline applicants that had acquired proper certification from a Federal agency. Although both Committees reported the legislation, the version reported by each Committee differed in its approach. Subsequently, both Committees agreed to a compromise version of H.R. 1010. The bill was considered by the House on September 15 and 19, 1983, and it was defeated by a roll call vote of 235 noes to 182 ayes.

On November 9 and 10, 1983, the Subcommittee held hearings on H.R. 2677, the Oil Pipeline Regulatory Reform Act of 1983. This was the first time that the Committee held hearings on regulatory reform for the oil pipeline industry. The basic thrust of the legislation is to decrease the Federal Government's involvement in the pricing of transportation services performed by the oil pipeline industry. Jurisdiction for the economic regulation of the oil pipeline industry is vested in the Federal Energy Regulatory Commission. No further action was taken by the Subcommittee during the 98th Congress.

On October 7, 1983, in San Ysidro, California, adjacent to the U.S.-Mexican border, the Subcommittee on Surface Transportation conducted a hearing on the operation of foreign motor carriers in the United States. Congress addressed this issue statutorily twice in the 97th Congress. The Bus Regulatory Reform Act placed a two-year prohibition on the issuance of operating certificates to foreign carriers of freight and passengers from nations contiguous to the United States, with a waiver mechanism that has been utilized with respect to Canadian motor carriers. The Surface Transportation Assistance Act of 1982 required that all foreign motor operators carry with them proof of insurance.

Because operating certificates are not required for many types of motor carrier service, the Subcommittee had ample evidence to believe that considerable foreign trucking activity was continuing in the United States. The purpose of the hearing was to review this

situation and its equity in light of the fact that U.S. carriers are prohibited from operating in Mexico, and to ascertain if the foreign carriers are complying with the safety and tax laws of the United States.

Federal, state and local officials, as well as interested members of the trucking community, participated in the hearing and joined Subcommittee Members on an inspection of border facilities and procedures used in implementing the 1982 laws. On October 11, 1984, the House and Senate passed legislation addressing this problem. The legislation was signed into law on October 30, 1984. For additional information, see the discussion of Title II of Public Law 98-554, the Motor Carrier Safety Act.

On February 28, 29, and March 1, 1984, the Subcommittee on Surface Transportation held hearings on issues related to truck and bus safety, the transportation of hazardous materials, establishment of a National Traffic Safety Administration at the Department of Transportation and uniform state regulations of the motor carrier industry. Extensive testimony was received on each of the subjects from Federal, state and local officials, industry groups, and others. Some of the matters and proposals were incorporated into the Hazardous Materials Transportation Act Amendments of 1984 and the Motor Carrier Safety Act of 1984.

On March 21, 1984, the Subcommittee on Surface Transportation held hearings on authorization requests by the Research and Special Programs Administration of the Department of Transportation. The authorizations are for carrying out the natural gas and hazardous liquid pipeline safety programs and the Hazardous Materials Transportation Act. The requests were incorporated into H.R. 5313 (pipeline safety) and H.R. 5530 (hazardous materials). Both bills were subsequently reported by the Committee and passed by the House. The Senate passed similar legislation. Portions of both bills were enacted into law. For more information, please refer to the discussion on Public Law 98-464 and Public Law 98-559.

OVERSIGHT HEARINGS, 1983

Pursuant to a requirement of the Motor Carrier Act of 1980, the Subcommittee on Surface Transportation conducted oversight hearings on the implementation of the Motor Carrier Act on October 25 and on November 16, 1983.

Among those presenting testimony on October 25 were representatives from the trucking and shipping communites and the teamsters union. Many of those representing carrier interests indicated their belief that the Interstate Commerce Commission (ICC) has exceeded the authority vested in it by the Act in its efforts to reduce regulations governing the motor industry.

The shipping community was divided, with some stating that the Act was working well and benefiting the public, while others reported that smaller shippers were being discriminated against.

On November 16, 1983, the Subcommittee received testimony from a panel consisting of the four ICC Commissioners, and representatives from the Department of Transportation, the Defense Department, and the American Insurance Association.

A principal issue at both hearings was a possible extension of the antitrust exemption for commercial motor carriers engaged in single-line ratemaking. This exemption will expire under the terms of the Motor Carrier Act on July 1, 1984. A two-year extension of antitrust immunity was included among the amendments the House adopted to the Senate amendments to H.R. 3103. This provision was not enacted into law.

On October 26 the Subcommittee on Surface Transportation conducted its statutorily required oversight hearings of the Household Goods Transportation Act of 1980 and the Bus Regulatory Reform Act of 1982. Among those presenting testimony were industry representatives and state officials.

OVERSIGHT HEARINGS, 1984

On June 20, 1984, the Subcommittee on Surface Transportation conducted oversight hearings on the implementation of the Motor Carrier Act. The major focus of the hearings was on a proceeding instituted by the Interstate Commerce Commission. The proceeding was entitled Ex Parte No. MC–172 *Withdrawal of Antitrust Immunity for Collective Ratemaking on Small Shipments.* The purpose of the proceeding was to determine whether or not antitrust immunity for collective ratemaking in the trucking industry should be administratively eliminated in whole or in part. The Subcommittee's position was that the implementation of the proposal was contrary to the intent of the Motor Carrier Act of 1980. The proposal was not implemented by the Interstate Commerce Commission.

On October 2, 1984, the Subcommittee on Surface Transportation held oversight hearings on implementation of the Household Goods Transportation Act of 1980 and the Bus Regulatory Reform Act of 1982.

SUMMARY OF ACTIVITIES OF THE SUBCOMMITTEE ON WATER RESOURCES

WATER RESOURCES DEVELOPMENT

During the first session of the 98th Congress the Subcommittee on Water Resources continued its hearings in preparation for the drafting of H.R. 3678, the Water Resources Conservation, Development and Infrastructure Improvement and Rehabilitation Act of 1983. In all, during the 97th and 98th Congresses, the Subcommittee heard from 486 witnesses in the course of 33 hearings. The Subcommittee received oral testimony and written statements from Members of Congress, Federal and state officials, representatives of local organizations and environmental groups, and interested citizens. The Subcommittee also held a joint hearing with the Subcommittee on Investigations and Oversight on February 23, 1983, to receive testimony from the General Accounting Office and the Corps of Engineers on the contents of a report by the Comptroller General regarding the backlog of water resources construction projects.

The information gathered in the course of all these hearings, as well as a great deal of other information relating to the Nation's water resources needs, was extensively examined by the Subcommittee and the full Committee resulting in the development of a bill which both meets a large variety of water resources needs and establishes new policies for water resources development in the future.

The last water resources development act wassigned into law in 1976. The last traditional omnibus legislation authorizing the construction of Corps of Engineers projects was signed into law in 1970. The 1974 and 1976 Water Resources Development Acts consisted primarily of authorizations for advanced engineering and design of projects, rather than for their construction. As a result, over this 13-year period, a large backlog of proposed water resources projects has accumulated.

As passed by the House on June 29, 1984, by a vote of 259/33, H.R. 3678 contains project authorizations, studies of potential water resources projects, modifications to authorized projects, and other provisions relating generally to the water resources development program of the Corps of Engineers. It also contains a program for assistance to communities for the construction, repair and rehabilitation of water supply systems, a National Board of Water Resources Policy, the deauthorization of a large number of older water resources development projects which have not been constructed, and a number of provisions regarding the protection and enhancement of the environment.

This bill is the most comprehensive water resources development legislation considered by the House in more than half a century, providing authorization for the upgrading of the Nation's water-

borne transportation system, its flood control system and drinking water systems, and providing more environmental safeguards than currently exist. The major provisions of the bill include:

—Authorization of six deep-draft "super ports" at depths of more than 45 feet. The ports are Norfolk Harbor, Mobile Harbor, the Mississippi River Ship Channel, the Texas City Channel, New York Harbor, and Los Angeles/Long Beach Harbors.

—Authorization of seven critically needed lock and dam projects on the inland waterway system.

—Authorization of 72 flood control projects, with a revision of the cost-sharing formula to provide additional uniformity and fairness.

—Authorization of 55 water resources conservation and development projects.

—Creation of an $800-million annual loan program for repairing, rehabilitating, expanding and improving public water supply systems.

—Creation of a National Board on Water Resources Policy.

—Establishment of a Port Infrastructure Development and Improvement Trust Fund in an amount equal to the annual receipts from customs revenues or $2 billion annually, whichever is less. The Fund will be used for port development.

This or similar legislation was not approved by the Senate. Accordingly, H.R. 3678 was added to H.J. Res. 648, the Continuing Appropriations Resolution on September 25, 1984, by a vote of 336/64. The House and Senate conferees on H.J. Res. 648 were unable to come to an agreement on water resources projects, however, and such projects, as well as H.R. 3678, were not included in the final version of H.J. Res. 648.

WATER POLLUTION CONTROL ACT

During the first session of the 98th Congress, the Subcommittee on Water Resources also continued its hearings on possible amendments to the Federal Water Pollution Control Act, including proposed regulations of the Environmental Protection Agency for the establishment of water quality standards under the Act. Fifteen days of hearings were held during 1983, beginning in February and concluding in November. During the course of these hearings and in the earlier hearings held in February, July and September of 1982, the Subcommittee received testimony from a total of 277 witnesses, including Members of Congress, Federal and state officials, representatives of local organizations and environmental groups, and interested citizens. During the second session of the 98th Congress legislation based on information gathered during the hearings held in 1982 and 1983 was developed.

H.R. 3282, the Water Quality Renewal Act of 1984, was passed by the House on June 26, 1984, by a vote of 405/11. The bill set deadlines and standards for cleaning up the Nation's waters and provided the resources necessary to meet those requirements. The major provisions of the bill include:

—A $19-billion grant and loan program for the construction of sewage treatment plants.

—Requirements that industry comply with Best Available Technology standards within three years and six months of promulgation.
—A 5½ year program for the cleanup of the Nation's toxic "hot spots" that could not be remedied with other sections of the law.
—A program to create interstate management conferences to clean up bays and estuaries.
—A ban on the discharge into estuaries of sewage that has not received secondary treatment.
—A $750-million program to provide incentives for states to implement programs to control nonpoint source pollution.
—A $125-million Clean Lakes program.
—An increase in civil penalties under the Act from $10,000 to $20,000 per day.

This or similar legislation was not approved by the Senate.

SUPERFUND

H.R. 5640, the Superfund Expansion and Protection Act of 1984, strengthens and extends until 1990 the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (the Superfund Act), which establishes a comprehensive system of liability for and cleanup of the release of hazardous substances into the environment. The Act also establishes a Hazardous Substance Response Fund constituted from taxes on basic feedstock chemicals. This fund is available for use by the EPA to take emergency response actions to prevent damages from the release of hazardous substances, to undertake abatement actions to contain releases of hazardous substances, and to undertake long-term remedial actions to clean up sites at which hazardous wastes have been disposed of. Numerous changes are made by H.R. 5640, including increases in funding, to expedite the cleanup of hazardous waste sites that threaten the public health.

The Committee on Public Works and Transportation, to which the bill was jointly referred, voted not to report the bill to the House. This action was taken in light of environmentally unsatisfactory provisions in the bill following its consideration and mark up by the Committee.

H.R. 5640, as it passed the House on August 10, 1984, by a vote of 323/33, made significant improvements in the Superfund law.

Petroleum is defined as a hazardous substance when it is released from an underground storage tank or where it may present a significant risk to human health. The phrase "pollutants or contaminants" is added to "hazardous substances" in several sections of the current law so as to broaden its applicability. Civil and criminal penalties for violations of the law are increased. The state share of operation and maintenance costs of Superfund facilities is changed from 100 percent state to 10 percent state and 90 percent Federal. Mandatory cleanup standards for Superfund sites are established which require the application of the most stringent standards in a number of existing envionmental laws. A mandatory schedule is included for the commencement of remedial investiga-

tion and feasibility studies for all facilities which are on the National Priorities List.

The bill specifically states that liability for abatement and cleanup costs shall be strict, joint and several. However, if any defendant can establish in court that the harm caused by the release is divisible, that defendant is only liable for his portion. Also, an explicit right of contribution for defendants against other defendants is established.

The provision in existing law which preempts states from imposing taxes to accomplish the same purposes as the Superfund law is repealed.

Citizen suits are authorized against EPA for not performing a mandatory duty under the law and against persons disposing of hazardous substances. If EPA or the states are prosecuting an action under the Superfund law or engaging in cleanup activities, a citizen suit cannot be brought.

A comprehensive scheme of regulation of underground storage tanks is established.

Finally, Title V increases the feedstock taxes and the Federal contribution to the Fund, raising the total to some $10 billion.

No similar legislation was approved by the Senate.

OCEAN DUMPING ACT AMENDMENTS

On May 16, 1982, the Ocean Dumping Amendments Act of 1983, H.R. 1761, was reported by the Committee on Merchant Marine and Fisheries and sequentially referred to the Committee on Public Works and Transportation due to its jurisdiction over the bill's subject matter. H.R. 1761, as reported by the Committee on Merchant Marine and Fisheries, was very similar to the version of H.R. 6113 which was agreed to by both committees and which passed the House in the 97th Congress.

H.R. 1761 makes mandatory the existing discretionary authority of the Environmental Protection Agency to designate ocean dumping sites. This will require the Environmental Protection Agency to perform the necessary studies leading to final site designation or denial of designation. Coupled with this is a mandamus provision permitting legal actions to compel site designation. Also included is a requirement that a schedule for studying existing dumping sites be submitted to Congress within six months. The sites which are currently being used either under an interim designation or a court order will be "grandfathered" until completion of site designation or denial of site designation.

H.R. 1761 differs from H.R. 6113 primarily in three areas. The Administrator of the Environmental Protection Agency and the Secretary of the Army are directed to maintain quality assurance programs to assure the validity and accuracy of information used in connection with applications for permits and other activities undertaken pursuant to the Act. A provision has been added providing that any person who knowingly makes a false statement or furnishes false information shall be punishable by a fine or imprisonment. Finally, the mandamus provision has been clarified to provide that it applies only to sites being used for dumping and cannot be used by a prospective applicant to force the designation of a new

site. In July 1983 the Subcommittee on Water Resources held a hearing on amendments to the Ocean Dumping Act, during which it received testimony from concerned Federal agencies and representatives from the port industry. Previously, the Subcommittee had held a hearing on June 16, 1982, on the same subject matter; and on April 11, 1983, the full Committee held a hearing in Asbury Park, New Jersey, on Ocean Dumping of Dredged Material in the New York Bight Apex. The Subcommittee favorably reported H.R. 1761 to the full Committee, which on August 1, 1983, favorably reported the bill, as it had been amended by the Committee on Merchant Marine and Fisheries. On October 31, 1983, the House passed H.R. 1761, as amended, under suspension of the rules.

H.R. 4829, the Ocean Dumping Amendments Act of 1984, also amends Title I of the Marine Protection and Sanctuaries Act of 1972 (the Ocean Dumping Act), which provides for the regulation by EPA and the Corps of Engineers of the dumping of materials into the oceans. Provisions of H.R. 4829, as amended by the Committee, include the following:

—EPA and the Corps of Engineers are to adhere to and apply the requirements of the London Dumping Convention that are binding upon the United States.

—Existing dump sites are "grandfathered" so that they may continue to be used until the completion of new site designation efforts.

—A mandamus provision is included to permit legal actions to compel site designation.

—EPA must submit a schedule to Congress for completing site designation studies.

—Criminal penalties are provided for persons who knowingly make false statements or falsify information pertaining to the Ocean Dumping Program.

—Sewerage authorities are required to comply with all requirements of the Water Pollution Control Act relating to pretreatment and to attempt to find suitable land-based alternatives, before their permits for the ocean dumping of municipal sledge after 1986 may be issued or renewed.

—A finding is made that the New York Bight Apex is no longer a suitable location for the ocean dumping of municipal sludge, and a comprehensive program for the cleanup of the New York Bight Apex is included in the bill.

—EPA is directed to end the dumping of harmful municipal sludge into ocean waters within 18 months, or earlier if possible.

H.R. 4829 was passed by the House on October 1, 1984, under suspension of the rules.

No similar legislation was approved by the Senate.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED

Date referred	Date approved	Location	Project
.....	May 11, 1983	St. Louis, MO	Resolution providing for a study to investigate the feasibility and need for repair and alteration of a Federal courthouse.
July 14, 1982	May 25, 1983	Montgomery, AL	Prospectus proposing a succeeding lease at the Aronov Bldg., 474 South Court St.
Nov. 29, 1982	do	Washington, DC	Prospectus proposing a succeeding lease at 1919 M St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Thomas Circle South, 1121 Vermont Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Indiana Bldg., 633 Indiana Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at 1201 E. St. Bldg., 1201 E St. NW.
Do	do	do	Prospectus proposing a succeeding lease at 719 13th St. Bldg., 719 13th St. NW.
Sept. 20, 1982	do	do	Prospectus proposing a succeeding lease at the Matomic Bldg., 1717 H St. NW.
June 23, 1982	do	do	Prospectus proposing a succeeding lease at 1776 Pennsylvania Ave. NW.
Aug. 17, 1982	do	do	Prospectus proposing a succeeding lease at the Pennsylvania Bldg., 425 13th St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Paramount Bldg., 1735 I St. NW.
Sept. 20, 1982	do	Atlanta, GA	Prospectus proposing extension of lease at Pershing Point Plaza, 1365–1375 Peachtree St.
Do	do	Chicago, IL	Prospectus proposing replacement lease at 1 North Wacker Dr.
Nov. 29, 1982	do	do	Prospectus proposing a succeeding lease at Mid-Continental Plaza, 55 East Monroe St.
Sept. 20, 1982	do	Des Plaines, IL	Prospectus proposing lease renewal option at O'Hare Lake Office Plaza, 2300 East Devon Ave.
Nov. 29, 1982	do	Springfield, IL	Prospectus proposing of lease at the Washington Bicentennial Bldg., 300 West Washington St.
Apr. 20, 1982	do	Boston, MA	Prospectus proposing a succeeding lease at 100 Summer St.
Sept. 20, 1982	do	do	Prospectus proposing renewal of lease at the Analex Bldg., 150 Causeway St.
Nov. 29, 1982	do	Burlington, MA	Prospectus proposing a succeeding lease at 12 New England Executive Park
Aug. 17, 1982	do	Newton, MA	Prospectus proposing a succeeding lease at 1 Gateway Center.
Nov. 29, 1982	do	White Plains, NY	Prospectus proposing acquisition of space by lease for the U.S. Courts and General Services Administration Support Services in the central business district.
Sept. 20, 1982	do	New York, NY	Prospectus proposing a succeeding lease at 2 World Trade Center.
July 14, 1982	do	do	Prospectus proposing a succeeding lease at Western Union Bldg., 60 Hudson St.
Do	do	do	Prospectus proposing renewal of lease at 1 Astor Plaza, 1515 Broadway.
Sept. 20, 1982	do	Queens, NY	Prospectus proposing a succeeding lease at 1 Lefrak City Plaza.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Aug. 17, 1982	do	Knoxville, TN	Prospectus proposing a succeeding lease at the Northshore Bldg., 1111 Northshore Dr.
Nov. 29, 1982	do	Dallas, TX	Prospectus proposing extension of lease at 500 South Ervay.
Do	do	Houston, TX	Prospectus proposing extension of lease at 1 Allen Center, 500 Dallas Ave.
Do	do	Bethesda, MD	Prospectus proposing a succeeding lease at the Woodmont Complex, 8120 Woodmont Ave.
Do	do	Hyattsville, MD	Prospectus proposing renewal of lease at the Center Bldg., 1, 6505 Belcrest Rd.
Sept. 20, 1982	do	Linthicum, MD	Prospectus proposing a succeeding lease at office building No. 1.
Aug. 17, 1982	do	Rockville, MD	Prospectus proposing a succeeding lease at the Rockwall Bldg., 1400 Rockville Pike.
Do	do	Silver Spring, MD	Prospectus proposing a succeeding lease at the Willste Bldg., 7915 Eastern Ave.
Do	do	do	Prospectus proposing a succeeding lease at the Silver Spring Plaza, 8757 Georgia Ave.
Nov. 29, 1982	do	Arlington, VA	Prospectus proposing a succeeding lease at the Broyhill Bldg., 1000 North Glebe Rd.
Do	do	do	Prospectus proposing a succeeding lease at Crystal Square 4, 1745 Jefferson Davis Highway.
Do	do	do	Prospectus proposing a succeeding lease at Crystal Plaza 34, 2121 Jefferson Davis Highway.
Aug. 17, 1982	do	do	Prospectus proposing a succeeding lease at the Architect Bldg., 1400 Wilson Blvd.
Do	do	do	Prospectus proposing a succeeding lease at the Rosslyn Plaza Bldg. C, 1601 North Kent St.
Do	do	Falls Church, VA	Prospectus proposing a succeeding lease at the Melpar Bldg., 7700 Arlington Blvd.
Nov. 29, 1982	do	Springfield, VA	Prospectus proposing a succeeding lease at the Sills Bldg., 5285 Port Royal Rd.
Apr. 11, 1983	do	Los Angeles, CA	Prospectus proposing demolition of two warehouses buildings at Temple and Alameda Sts.
Do	do	Waltham, MA	Prospectus proposing construction of an extension to the Federal Archives and Records Center.
Do	do	Seattle, WA	Prospectus proposing construction of an extension to the Federal Archives and Records Center.
Apr. 27, 1983	do	Los Angeles, CA	Prospectus proposing preliminary engineering and design for the conversion of existing office space into new court facilities.
Do	do	do	Prospectus proposing preliminary engineering and design of repair and alteration for the Federal Bldg., 300 North Los Angeles.
Do	do	Washington, DC	Prospectus proposing preliminary engineering and design of repair and alteration for the West Heating Plant.
Do	do	do	Prospectus proposing preliminary engineering and design of repair and alteration for the Steam Distribution Complex.
Do	do	do	Prospectus proposing preliminary engineering and design of repair and alteration for the Interstate Commerce Commission-Customs Bldg.
Do	do	New Orleans, LA	Prospectus proposing preliminary engineering and design of repair and alteration for the F. Edward Hebert Federal Bldg.
Do	do	St. Louis, MO	Resolution proposing preliminary engineeing and design of repair and alteration for the Courthouse-Customs Bldg.
Apr. 27, 1983	do	Asheville, NC	Prospectus proposing preliminary engineering and design of repair and alteration for the Grove Arcade Federal Bldg.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Fort Worth, TX	Prospectus proposing preliminary engineering and design of repair and alteration for Warehouse 5, Federal Center.
Nov. 29, 1982	Aug. 3, 1983	Seattle, WA	Prospectus proposing a succeeding lease for the National Oceanic and Atmospheric Administration.
Apr. 27, 1983	do	New Orleans, LA	Prospectus proposing repair and alteration of the F. Edward Hebert Federal Bldg.
July 27, 1983	do	Pittsburgh, PA	Prospectus proposing repair and alteration of the Post Office Bldg.
Apr. 11, 1983	Aug 3, 1983 [1]	Portland, OR	Prospectus proposing construction of a Federal building for the Bonneville Power Administration.
June 2, 1983	Aug. 3, 1983 [1]	Knoxville, TN	Prospectus proposing construction of a Federal building.
	Aug 3, 1983	Long Beach, CA	Amended resolution providing for construction of a Federal Building.
	do	Baltimore, MD	Resolution providing for a study to investigate the feasibility and need for consolidation of the Health Care Financing Administration.
	do	St. Louis, MO	Resolution providing for a study to investigate the feasibility and need for consolidation of Federal departments and agencies.
	do	Newark, NJ	Resolution providing for a study to investigate the feasibility and need for consolidation of Federal departments and agencies.
	do	Paterson, NJ	Resolution providing for a study to investigate the feasibility and need for consolidation of Federal departments and agencies.
	Nov. 11, 1983	Newark, NJ	Resolution providing for construction of a Federal building-U.S. courthouse.
Aug. 17, 1982	Mar. 6, 1984	Anchorage, AK	Prospectus proposing a succeeding lease at Carr-Gottstein Bldg., 310 K St.
Do	do	do	Prospectus proposing a succeeding lease at Professional Center, 2221 East Northern Lights Bldg.
Apr. 27, 1983	do	Los Angeles, CA	Prospectus proposing a new lease for the Federal Bureau of Investigation.
Sept. 20, 1982	do	Oakland, CA	Prospectus proposing extension of lease at 1333 Broadway.
Do	do	Milwaukee, WI	Prospectus proposing extension of lease at 633 West Wisconsin Ave.
July 14, 1982	Mar. 13, 1984	San Francisco, CA	Prospectus proposing extension of lease at 1 Embarcadero Center.
Jan. 25, 1983	Mar. 20, 1984	do	Prospectus proposing renewal of lease at 211 Main St.
June 2, 1983	do	Atlanta, GA	Prospectus proposing acquisition of space for the Food and Drug Administration.
Mar. 1, 1984	May, 10, 1984	El Paso, TX	Prospectus proposing construction of a border station facility at the Ysleta-Zaragosa Crossing.
Do	do	Lynden, WA	Prospectus proposing construction of a border station inspection facilities.
Do	do	Sumas, WA	Prospectus proposing construction of a border station inspection facilities.
Mar. 29, 1984	do	Hawthorne, CA	Prospectus proposing repair and alteration for the Hawthorne Federal Bldg. Compton and Aviation Blvd.
Do	do	Los Angeles, CA	Prospectus proposing repair and alteration for the U.S. Courthouse, 312 North Spring St.
Do	do	do	Prospectus proposing repair and alteration for the Federal Bldg. 300 North Los Angeles
Do	do	San Francisco, CA	Prospectus proposing repair and alteration for the Appraisers Bldg., 630 Sansome St.
Do	do	Denver, CO	Prospectus proposing repair and alteration for the Federal Bldg./U.S. Customhouse, 721 19th St.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Lakewood, CO	Prospectus proposing repair and alteration for building 810, Federal Supply Service Depot, Denver Federal Center.
Do	do	Washington, DC	Prospectus proposing repair and alteration for Archives Bldg.
Do	do	do	Prospectus proposing repair and alteration for the Auditors Bldg.
Do	do	do	Prospectus proposing repair and alteration for the Blair House Complex, 1651–1653 Pennsylvania Ave.
Do	do	do	Prospectus proposing repair and alteration for the District heating system.
Do	do	do	Prospectus proposing repair and alteration for the Health and Human Services Bldg. (North).
Do	do	do	Prospectus proposing repair and alteration for the Interior Building, 19th and C St. NW.
Do	do	East Point, GA	Prospectus proposing repair and alteration for the Federal Archives and Records Center.
Do	do	Chicago, IL	Prospectus proposing repair and alteration for the J.C. Kluczynski Federal Bldg.
Do	do	Peoria, IL	Prospectus proposing repair and alteration for the Federal building and U.S. courthouse.
Do	do	Fort Wayne, IN	Prospectus proposing repair and alteration for the U.S. Post Office and Courthouse, 1300 South Harrison St.
Do	do	Des Moines, IA	Prospectus proposing repair and alteration for the Federal Bldg., 210 Walnut St.
Do	do	Sioux City, IA	Prospectus proposing repair and alteration for the U.S. Post Office and Courtnouse, 316 Sixth St.
Do	do	Wichita, KS	Prospectus proposing repair and alteration for the U.S. Courthouse, 401 North Market St.
Do	do	Louisville, KY	Prospectus proposing repair and alteration for the U.S. Post Office-Courthouse and Customhouse.
Do	do	Lafayette, LA	Prospectus proposing repair and alteration for the Federal Bldg. Courthouse, Main and Jefferson Sts.
Do	do	Baltimore, MD	Prospectus proposing repair and alteration for the George H. Fallon Federal Bldg., 31 Hopkins Plaza.
Do	do	Boston, MA	Prospectus proposing repair and alteration for the John F. Kennedy Federal Bldg.
Do	do	Detroit, MI	Prospectus proposing repair and alteration for the Howard Street Federal Parking Facility.
Do	do	do	Prospectus proposing repair and alteration for the Patrick V. McNamara Federal Bldg.
Do	do	Lansing, MI	Prospectus proposing repair and alteration for the U.S. Post Office-Federal Bldg., 315 West Allegan.
Do	do	St. Louis, MO	Prospectus proposing repair and alteration for the U.S. Courthouse-Customhouse, 1114 Market St.
Do	do	Las Vegas, NV	Prospectus proposing repair and alteration for the Federal Bldg. U.S. Courthouse, 300 Las Vegas Blvd., South,
Do	do	Manchester, NH	Prospectus proposing repair and alteration for the U.S. Post Office.
Do	do	New York, NY	Prospectus proposing repair and alteration for the Federal Bldg., 201 Varick St.
Do	do	Utica, NY	Prospectus proposing repair and alteration for the Federal building and courthouse.
Do	do	Asheville, NC	Prospectus proposing repair and alteration for the Federal building.
Do	do	Cleveland, OH	Prospectus proposing repair and alteration for the Anthony J. Celebrezze Federal Bldg.
Do	do	Oklahoma City, OK	Prospectus proposing repair and alteration for the U.S. post office and courthouse.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Philadelphia, PA	Prospectus proposing repair and alteration for the Federal Bldg., 5000 Wissahickon Ave.
Do	do	Pittsburgh, PA	Prospectus proposing repair and alteration for the William S. Moorehead Federal Bldg., 1000 [illegible]berty Ave.
Do	do	Scranton, PA	Prospectus proposing repair and alteration for the U.S. Post Office and Courthouse, Washington Ave. and Linden Sts.
Do	do	Dallas, TX	Prospectus proposing repair and alteration for the Earle Cabell Federal Bldg. and Courthouse.
Do	do	Fort Worth, Dallas	Prospectus proposing repair and alteration for Warehouse No. 1, Fort Worth Federal Center.
Do	do	do	Prospectus proposing repair and alteration for Warehouse No. 5, Fort Worth Federal Center.
Do	do	San Antonio, TX	Prospectus proposing repair and alteration for the U.S. Post Office-Courthouse.
Do	do	Alexandria, VA	Prospectus proposing repair and alteration for the U.S. Post Office and Courthouse.
Do	do	Arlington, VA	Prospectus proposing repair and alteration for Pentagon Bldg.
Mar. 20, 1984	do	Anchorage, AK	Prospectus proposing the acquisition of space by lease for the consolidation of the Minerals Management Service of the Department of the Interior and the Outer Continental Shelf Environmental Asssessment Program of the National Oceanic and Atmospheric Administration.
Nov. 29, 1984	May 10, 1984 [2]	San Francisco, CA	Prospectus proposing acquisition of space by lease for the Treasury Department and the Federal Maritime Commission.
Sept. 20, 1982	May 10, 1984	do	Prospectus proposing acquisition of space by lease for the Food and Nutrition Service of the Department of Agriculture.
Nov. 29. 1932	do	do	Prospectus proposing acquisition of space by lease for multiple agencies.
Do	do	Los Angeles, CA	Prospectus proposing acquisition of space by lease for Internal Revenue Service in West Los Angeles.
Jan. 23, 1984	do	Atlanta, GA	Prospectus proposing a superseding lease for multiple agencies at the Peachtree 25th Bldg., 1720 Peachtree St.
Nov. 29, 1982	do	Bethesda, MD	Prospectus proposing a succeeding lease at the Westwood Annex, 5331 Westbard Ave.
Do	do	do	Prospectus proposing a succeeding lease at the Westwood Bldg., 5333 Westbard Ave.
June 21, 1984	Aug. 8, 1984	Washington, DC	Prospectus proposing repair and alteration for the General Accounting Office Bldg.
June 14, 1984	do	Kansas City, MO	Prospectus proposing repair and alteration for the Federal Bldg., 2306 East Bannister Rd.
Do	do	Kansas City, MO	Prospectus proposing repair and alteration for the Federal Bldg., 1500 East Bannister Rd.
June 21, 1984	do	St. Louis MO	Prospectus proposing repair and alteration for building 104, 4300 Goodfellow Blvd.
June 14, 1984	do	Lufkin, TX	Prospectus proposing repair and alteration for Federal Bldg., Third Street and Lufkin Ave.
Nov. 29, 1982	do	Phoenix, AZ	Prospectus proposing acquisition of space by lease for multiple agencies.
Mar. 20, 1984	do	Glendale, CA	Prospectus proposing acquisition of space by lease for multiple agencies.
Do	do	Oakland, CA	Prospectus proposing a new lease for multiple agencies at 1333 Broadway.
Do	do	Walnut Creek, CA	Prospectus proposing acquisition of space by lease for the Nuclear Regulatory Commission.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Oakland, CA	Prospectus proposing acquisition of lease and acquisition of space by lease for the Internal Revenue Service.
Mar. 27, 1984	do	Sacramento, CA	Prospectus proposing a succeeding lease at 1029 J St.
Do	do	San Francisco, Ca	Prospectus proposing extension of lease or succeeding lease at 33 Market St.
Do	do	do	Prospectus proposing acquisition of space by lease for the Department of Health and Human Services.
Apr. 27, 1983	do	Boulder, CO	Prospectus proposing acqusition of space by lease for the Department of Commerce, National Oceanic and Atmospheric Administration.
Do	do	Lakewood, CO	Prospectus proposing renewal of leases at 645–655 Parfet St. and 755 Parfet St.
Nov. 29, 1982	do	Washington, DC	Prospectus proposing a succeeding lease at the Maiatico Bldg., 806–814 Connecticut Ave. NW.
Mar. 27, 1984	do	do	Prospectus proposing extension at the Star Bldg., 1101 Pennsylvania Ave. NW.
Apr. 27, 1983	do	do	Prospectus proposing renewal of lease at the Northwestern Bank, 1405 Eye St. NW.
Do	do	do	Prospectus proposing a succeeding lease at 2025 M St.
Do	do	do	Prospectus proposing a succeeding lease at the Warner Bldg., 501 13th St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Chester Arthur Bldg., 425 I St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Tamol Bldg., 4228 Wisconsin Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Fairchild Bldg., 499 South Capital St. SW.
Do	do	do	Prospectus proposing a succeeding lease at the Hamilton Bldg., 1375 K. St. NW.
Do	do	do	Prospectus proposing acquisition of space by lease as a replacement for space currently leased at 500 12th St. SW.
Do	do	do	Prospectus proposing a succeeding lease at the Premier Bldg., 1725 I St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Page 1 Bldg., 2001 Wisconsin Ave., NW.
June 14, 1984	do	do	Prospectus proposing acquisition of space by lease for the partial consolidation of the Federal Trade Commission.
Mar. 27, 1984	do	do	Prospectus proposing acquisition of space by lease for the consolidation of the Environmental Protection Agency at Waterside Mall.
Do	do	do	Prospectus proposing a superseding lease at the Casimir Pulaski Bldg., 20 Massachusetts Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Universal North Bldg., 1875 Connecticut Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at 2000 L St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Universal South Bldg., 1825 Connecticut Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Safeway Bldg., 521 St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Pennsylvania Bldg., 425 13th St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Paramount Bldg., 1735 I St. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Penn 17 Bldg., 1717 Pennsylvania Ave. NW.
Do	do	do	Prospectus proposing a succeeding lease at the Riddell Bldg., 1730 K St. NW.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	do	Prospectus proposing either a superseding lease or a lease for replacement of space currently occupied at 1023 31st St. NW.
June 14, 1984	do	do	Prospectus proposing acquisition of space by lease for the consolidation of the International Trade Commission.
Mar. 27, 1984	do	do	Prospectus proposing acquisition of space by lease for the consolidation of the Bureau of Public Debt, Department of the Treasury.
Do	do	do	Prospectus proposing a succeeding lease at the Brown Bldg., 1200 19th St. NW.
June 28, 1984	do	Pensacola, FL	Prospectus proposing acquisition of space by lease for a new outpatient clinic facility for the Veterans' Administration.
Mar. 27, 1984	do	Chamblee, GA	Prospectus proposing a succeeding lease for the Internal Revenue Service, Department of the Treasury.
Do	do	Idaho Falls, ID	Prospectus proposing acquisition of space by lease for the Department of Energy.
Do	do	Metairie, LA	Prospectus proposing acquisition of space by lease for the Minerals Management Service, Department of the Interior.
Do	do	Bethesda, MD	Prospectus proposing a succeeding lease at the Fairmont Bldg., 7735 Old Georgetown Rd.
Do	do	do	Prospectus proposing a succeeding lease at the Air Rights Three Bldg., 4550 Montgomery Ave.
Do	do	do	Prospectus proposing a succeeding lease at the Bethesda Bldg., Nicholson Lane and Rockville Pike.
Mar. 29, 1984	do	Linthicum, MD	Prospectus proposing renewal of lease option at office building No. 4.
Apr. 27, 1983	do	Rockville, MD	Prospectus proposing a succeeding lease at the Park Bldg., 12420 Parklawn Dr.
Do	do	Woodlawn, MD	Prospectus proposing a succeeding lease at the Equitable Bldg., A and B1, 1705–1717 Whitehead Rd.
Mar. 27, 1984	do	do	Prospectus proposing a succeeding lease at the Meadows East Bldg., 6300 Security Blvd.
Do	do	do	Prospectus proposing renewal of lease option at the Oak Meadows Bldg., 6340 Security Blvd.
Do	do	Boston, MA	Prospectus proposing a succeeding lease at 31 St. James Ave.
Apr. 27, 1983	do	do	Prospectus proposing a succeeding lease at 470 Atlantic Ave.
Mar. 27, 1984	do	do	Prospectus proposing a renewal of lease at 15 New Chardon St.
Apr. 27, 1983	do	Wilmington, MA	Prospectus proposing a succeeding lease for the Internal Revenue Service Annex, 68 Jonspin Rd.
Do	do	Minneapolis, MN	Prospectus proposing a new or succeeding lease for the Food and Drug Administration, Department of Health and Human Services.
Do	do	Newark, NJ	Prospectus proposing a new or succeeding lease for the Federal Bureau of Investigation, Department of Justice
Aug. 17, 1982	do	Albuquerque, NM	Prospectus proposing a succeeding lease at the EG and G Bldg., 933 Bradbury St.
Apr. 27, 1983	do	Jamica, NY	Prospectus proposing acquisition of space by lease at the John F. Kennedy International Airport and vicinity.
Mar. 27, 1984	do	Nassau County, NY	Prospectus proposing acquisition of space by lease for the Internal Revenue Service, Department of the Treasury.
Do	do	New York, NY	Prospectus proposing acquisition of space by lease for Secret Service parking

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PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Queens, NY	Prospectus proposing renewal of lease option at 1 Lefrak Plaza.
Apr. 27, 1983	do	do	Prospectus proposing a superseding, succeeding, or new lease for the Social Security Administration, Department of Health and Human Services.
Mar. 27, 1984	do	do	Prospectus proposing acquisition of space by lease for the U.S. Customs Service at the John F. Kennedy International Airport.
Mar. 20, 1984	do	Reno, NV	Prospectus proposing acquisition of space by lease for the consolidation of the Bureau of Land Management, Department of the Interior.
Apr. 27, 1983	do	Philadelphia, PA	Prospectus proposing acquisition of space by lease for the Department of Housing and Urban Development, the Environmental Protection Agency, and the Federal Emergency Management Agency.
Mar. 20, 1984	do	do	Prospectus proposing acquisition of space for the Nuclear Regulatory Commission.
Mar. 27, 1984	do	Dallas, TX	Prospectus proposing acquisition of space for the Department of Health and Human Services.
Do	do	Houston, TX	Prospectus proposing a succeeding lease for the Veterans Administration Regional Office.
Apr. 27, 1983	do	Arlington, VA	Prospectus proposing a succeeding lease for the Crystal Plaza 2, 2011 Jefferson Davis Highway.
Mar. 27, 1984	do	do	Prospectus proposing a succeeding lease at the Crystal Plaza 6, 2221 Jefferson Davis Highway.
Apr. 27, 1983	do	do	Prospectus proposing a succeeding lease at the Ballston Center Tower 2, 801 North Randolph St.
Do	do	do	Prospectus proposing a succeeding lease at the Berkley Building, 1701 North Fort Myer Dr.
Mar. 27, 1984	do	do	Prospectus proposing a succeeding lease at the Pomponio Plaza East, 1800 North Kent St.
Do	do	do	Prospectus proposing a renewal of lease option at the Arlington Center, 4600 Fairfax Dr.
Apr. 27, 1983	do	Falls Church, VA	Prospectus proposing a succeeding lease at the Nassif Bldg., 5611 Columbia Pike.
Mar. 27, 1984	do	Lorton, VA	Prospectus proposing a succeeding lease at the Potomac Industrial Center, 9610 Gunston Cover Rd.
Do	do	Springfield, VA	Prospectus proposing a succeeding lease at the Kimberly Bldg., 8600 Morrissette Dr.
Sept. 18, 1984	Sept. 19, 1984	San Jose, CA	Prospectus proposing acquisition of space by lease for the Internal Revenue Service.

[1] Deauthorized Nov. 10, 1983; reauthorized Nov. 11, 1983.
[2] Amended Aug. 8, 1984.

WATER RESOURCES SURVEY RESOLUTIONS APPROVED

The following survey resolutions, authorizing water resources studies by the Corps of Engineers, have been approved by the committee during the 98th Congress in compliance with the provisions of section 110 of the River and Harbor Act of 1962 and the Act of March 4, 1913, as amended (33 U.S.C. 542):

Arkansas:
- Little Red River (flood protection).

California:
- Marin County Shoreline (modification).
- Russian River (comprehensive river improvement stabilization and flood management).
- Upper Putah Creek (flood protection).

Florida:
- Atlantic Intracoastal Waterway, Jacksonville to Miami, St. Johns River, Jacksonville to Lake Harney, and Jacksonville Harbor (modifications for navigation and allied purposes).
- Coast of Florida (erosion and storm effects study).
- Port Everglades Harbor (modification).

Georgia:
- Upper Coosa River Basin (comprehensive study).

Illinois:
- Illinois River, at and in the Vicinity of Henry, Illinois, to Naples, Illinois (flood control and allied purposes).

Kansas:
- Blue River Basin, Kansas and Missouri (flood control).

Kentucky:
- Ohio River, Kentucky, Urban Waterfront Area (recreation, fish and wildlife enhancement, boating aesthetic quality and other river uses).

Louisiana:
- Tangipahoa, Tchefuncte, Bogue Chitta and Tickfaw Rivers (flood control).

Mississippi:
- Tombigbee River Basin, Mississippi and Alabama, and Tuscumbia River Basin, Mississippi (comprehensive joint study by the Corps of Engineers and the Soil Conservation Service).

Missouri:
- St. Louis Harbor (fleeting of commercial vessels).

Nevada:
- Washoe Valley, and other areas—Elko, Ely, Lovelock, Winnemucca, Austin, Eureka, and Battle Mountain (flood protection).

New York:
- Moose and Black Rivers (comprehensive study).

North Carolina:
- Moorehead City Harbor (navigation).

Ohio:
- Central Ohio (comprehensive study).
- Ohio River between River Miles 40 and 491 (comprehensive study).

Tennessee:
- Reelfoot Lake (comprehensive study).

Texas:
- Hillebrandt Bayou and Tributaries (flood protection and allied purposes).
- Northern Cameron County (comprehensive study).
- Port Comfort (navigation).
- Port Lavaca to Red Bluff (navigation).
- Sargent Beach, Matagorda County (beach erosion control).

Wisconsin:
- Green Bay Harbor, Fox River Channel (channel deepening).

WATERSHED PROTECTION AND FLOOD PREVENTION ACT

The Watershed Protection and Flood Prevention Act (Public Law 566, 83rd Congress, as amended), provides for the installation of measures for prevention of erosion, flood retardation, water supply and recreation in relatively small watershed areas.

The Soil Conservation Service of the Department of Agriculture is authorized to give technical and financial help to local organizations in planning and carrying out watershed projects for flood prevention, agricultural water management, recreation, municipal and industrial water supply and wildlife enhancement.

The watershed work plan for a project, which is the basis for authorization of the project, is prepared by a suitable local organization with assistance from the Soil Conservation Service and in coordination with other Federal agencies. If the estimated Federal cost of a project does not exceed $5,000,000, and the project does not contain any single structure having a total capacity of more than 2,500 acre-feet, then if can be undertaken without Congressional authorization.

If the estimated Federal cost exceeds $5,000,000, or if the work plan contains a single structure having a total capacity of more than 2,500 acre-feet, it must be submitted to Congress for authorization, after being cleared by the Office of Management and Budget. If none of the structures provides more than 4,000 acre-feet of storage, then the project can be authorized by resolutions of the House and Senate Committees on Agriculture.

If any structure in the project has a storage capacity of more than 4,000 acre-feet, then it is referred to the Committee on Public Works and Transportation of the House and the Committee on Environment and Public Works of the Senate, and authorization is accomplished by resolutions of these two committees.

Specific appropriations are not made for studies or construction of individual watershed projects. Rather, a lump sum is appropriated to the Soil Conservation Service, and initiation of planning or construction of the project is approved by the Chief, Soil Conservation Service.

The following watershed projects have been approved by the Committee during the 97th Congress in compliance with the provisions of the law:

Kansas: Elk Creek Watershed
Idaho: Brundage Watershed
Iowa and Missouri: Indian Creek-Van Buren Watershed
Ohio: South Fork Licking River Watershed
Oklahoma: Turkey Creek Watershed
Oregon: Calapooya Creek Watershed
Texas: Los Olmos Creek Watershed

PUBLICATIONS

98-1—A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways. Communication from the Secretary of Transportation, pursuant to the provisions of section 104(b)5, Title 23, United States Code. (Committee Print.)

98-2—Review of the Administration's Fiscal Year 1984 Budget Proposals for the Urban Mass Transportation Administration; the National Highway Traffic Safety Administration; and the Federal Highway Administration. Hearing before the Subcommittee on Surface Transportation, February 23, 1983.

98-3—To Amend the Public Works and Economic Development Act of 1965 and the Appalachian Regional Development Act of 1965. Hearing before the Subcommittee on Economic Development, February 15, 1983, and joint hearing before the Subcommittee on Economic Development and the Subcommittee on Economic Stabilization of the Committee on Banking, Finance and Urban Affairs, March 1, 1983.

98-4—Proposed Water Resources Development Projects of the U.S. Army Corps of Engineers. Hearings before the Subcommittee on Water Resources, February 8, 9, 15, and 16, 1983.

98-5—Administration's Fiscal Year 1984 Budget Proposals for the Federal Aviation Administration (FAA) and the Civil Aeronautics Board (CAB). Hearing before the Subcommittee on Aviation, February 23, 1983.

98-6—To Reauthorize the National Transportation Safety Board for Fiscal Years 1984, 1985, and 1986. Hearing before the Subcommittee on Aviation on H.R. 1707, March 16, 1983.

98-7—Proposals for Extension or Restoration of the West Front of the U.S. Capitol Building. Hearing before the Subcommittee on Public Buildings and Grounds, March 16, 1983.

98-8—Ocean Dumping of Dredged Material in the New York Bight Apex. Hearing before the Committee on Public Works and Transportation, April 11, 1983, at Asbury Park, New Jersey.

98-9—An Examination of the Water Project Construction Backlog. Joint hearing before the Subcommittee on Investigations and Oversight and the Subcommittee on Water Resources, February 23, 1983.

98-10—Revised Table 5—Estimated Federal-aid and State Matching Funds to Complete the National System of Interstate and Defense Highways and Apportionment Factors for Distribution of Fiscal Year 1985 Authorization. (Committee Print.)

98-11—Revised Tables for Apportioning Fiscal Year Interstate Substitute Highway (Revised Table 3) and Transit (Revised Table 4) Funds. (Committee Print.)

98-12—Aviation Drug-Trafficking Control Act. Hearing before the Subcommittee on Aviation on H.R. 1580, April 27, 1983.

98-13—Job Creation and Infrastructure Repair Policies. Hearings before the Subcommittee on Economic Development, April 20, 21, 26, 27; and May 3, 1983.

98-14—The Status of the Nation's Highways: Conditions and Performance. Report of the Secretary of Transportation, pursuant to Section 307 of Title 23, United States Code. (Committee Print.)

98-15—Review of Airline Deregulation and Sunset of the Civil Aeronautics Board (the State of the Airline Industry under Deregulation). Hearings before the Subcommittee on Aviation, May 24; June 9 and 15, 1983.

98-16—Emergency Highway Relief. Hearings before the Subcommittee on Surface Transportation, May 2, 1983, at Pacifica, California, and Half Moon Bay, California.

98-17—The Coal Pipeline Act of 1983. Hearings before the Subcommittee on Surface Transportation on H.R. 1010, April 13 and 19, 1983.

98-18—Review of the Implementation of the Surface Transportation Assistance Act of 1982. Hearings before the Subcommittee on Surface Transportation, June 14, 15, and 16, 1983.

98-19—Improvement Needed in the Implementation of the United States International Aviation Policy. Report of the Subcommittee on Investigations and Oversight (Based on Hearings by the Subcommittee on Investigations and Oversight, July 28, 29, 30; August 4; October 20; December 9 and 10, 1981; and April 21 and May 18, 1982). (Committee Print.)

98-20—FAA's Regulations Pertaining to the Appeal Rights Available to Airmen Denied Medical Certification in Cases of Cardiovascular Disease. Hearings before the Subcommittee on Aviation, May 12 and July 19, 1983.

98-21—Compilation of Selected Aviation Laws. Prepared for the Use of the Committee on Public Works and Transportation, U.S. House of Representatives. (Committee Print.)

98-22—Review of General Services Administration's Lease Management at Waterside Mall. Hearings before the Subcommittee on Investigations and Oversight, September 15, 16, 1981; December 3, 1981; December 14, 1982; and May 24, 1983.

98-23—Ocean Dumping Amendments Act of 1983. Hearing before the Subcommittee on Water Resources on H.R. 1761, July 21, 1983.

98-24—Review of Airline Deregulation and Sunset of the Civil Aeronautics Board (Airline Computer Reservations Systems). Hearings before the Subcommittee on Aviation, June 21, 22, and 23, 1983.

98-25—Designated Priority Routes. May 1984. (Committee Print.)

98-26—Hurricane Alicia—Prediction, Damage, and Recovery Efforts. Hearings (Including Summary) before the Subcommittee on Natural Resources, Agriculture Research and Environment of the Committee on Science and Technology, September 23, 1983 [No. 81], and before the Subcommittee on Water Resources of the Committee on Public Works and Transportation, September 24, 1983 [98-26].

98-27—Review of Airline Deregulation and Sunset of the Civil Aeronautics Board (Government Regulation of Relationships be-

tween Airlines and Travel Agents). Hearings before the Subcommittee on Aviation on H.R. 2053, July 26, 28; October 20, 1983.

98-28—Ceiling Collapse in the Path (Port Authority Trans-Hudson) Journal Square Transportation Center, Jersey City, New Jersey. Hearing before the Committee on Public Works and Transportation, November 7, 1983, at Jersey City, New Jersey.

98-29—Oversight of the Motor Carrier Act of 1980; the Household Goods Transportation Act of 1980; and the Bus Regulatory Reform Act of 1982. Hearings before the Subcommittee on Surface Transportation, October 25, 26, and November 16, 1983.

98-30—Regulatory Reform of the Oil Pipeline Industry. Hearings before the Subcommittee on Surface Transportation on H.R. 2677, November 9 and 10, 1983.

98-31—Foreign Motor Carrier Operations. Hearing before the Subcommittee on Surface Transportation, October 7, 1983, at San Ysidro, California.

98-32—Progress of California Century Freeway (Interstate Route 105). Hearing before the Subcommittee on Surface Transportation, August 11, 1983, at Downey, California.

98-33—Possible Amendments to the Federal Water Pollution Control Act. Hearings before the Subcommittee on Water Resources, February 23; August 2; September 20, 22; October 18, 19, 20; November 1, 2, 3, 9, 10, 15, 16, and 17, 1983.

98-34—Review of Airline Deregulation and Sunset of the Civil Aeronautics Board (Essential Air Service Program and Small Community Air Service). Hearings before the Subcommittee on Aviation, August 16, 1983, at Modesto, California; January 31 and February 1, 1984, at Washington, DC.

98-35—Revised Table 5—Estimated Federal-aid and State Matching Funds to Complete the National System of Interstate and Defense Highways and Apportionment Factors for Distribution of Fiscal Years 1985 and 1986 Authorizations. (Committee Print.)

98-36—Revised Tables for Apportioning Fiscal Year Interstate Substitute Highway (Revised Table 3) and Transit (Revised Table 4) Funds. (Committee Print.)

98-37—Watershed Projects (Brundage Watershed, Idaho; Calapooya Creek Watershed, Oregon; Elk Creek Watershed, Kansas; Los Olmos Creek Watershed, Texas; South Fork Licking River Watershed, Ohio). Hearing before the Subcommittee on Water Resources, March 15, 1984.

98-38—To Prohibit the Secretary of the Army From Issuing Certain Permits In Connecting With a Proposed Water Pipeline Project Until an Environmental Impact Statement for the Project Has Been Completed. Hearing before the Subcommittee on Water Resources on H.R. 4317, February 8, 1984.

98-39—Emergency Wetlands Resources Act of 1983 (With Specific Reference to the Provision Relating to the Oregon Inlet Project in North Carolina). Hearing before the Subcommittee on Water Resources on H.R. 3082, February 7, 1984.

98-40—Reductions in the Federal Aviation Administration's Airline Inspector Work Force and the Implications for Airline Safety. Hearing before the Subcommittee on Aviation, November 10, 1983.

98-41—Review of Airline Deregulation and Sunset of the Civil Aeronautics Board (Organization and Procedures To Be Followed by the Departmnent of Transportation in Administering Its Responsibilities after Sunset of the Civil Aeronautics Board). Hearings before the Subcommittee on Aviation, February 29 and March 1, 1984.

98-42—Review of Airline Deregulation and Sunset of the Civil Aeronautics Board (Legislative Proposals Relating to Airline Deregulation and CAB Sunset). Hearings before the Subcommittee on Aviation, March 13 and 14, 1984.

98-43—Programs and Activities of the Economic Development Administration. Hearing before the Subcommittee on Investigations and Oversight, November 30, 1984.

98-44—The Impact of Weather on Aviation Safety. Hearings before the Subcommittee on Investigations and Oversight, March 24, 26, May 19, 20, 1981; August 18, December 6 and 7, 1983.

98-45—Review of GSA's Lease Management at Waterside Mall (The Case of the Missing Cafeteria). Report of the Subcommittee on Investigations and Oversight. (Committee Print.)

98-46—The Planned Implementation and Use of Funds Appropriated for Fiscal Year 1984, and Proposed Policy or Administrative Decisions Affecting the Economic Development Administration. Hearing before the Subcommittee on Economic Development, March 14, 1984.

98-47—Construction of a New Federally Financed Rail System in Miami, Florida. Hearing before the Subcommittee on Investigations and Oversight, December 13, 1983, at Miami, Florida.

98-48—To Establish Certain Public Buildings Policies for the Federal Government. Hearings before the Subcommittee on Public Buildings and Grounds, July 28, October 27, November 1 and 3, 1983.

98-49—Deepwater Port Act Amendments of 1984. Hearing before the Subcommittee on Water Resources on H.R. 2353, February 22, 1984.

98-50—Examining and Reviewing the Procedures That Were Taken by the Office of the U.S. Attorney for the District of Columbia in Their Implementation of a Contempt Citation That Was Voted by the Full House of Representatives Against the Then Administrator of the Environmental Protection Agency, Anne Gorsuch Burford. Hearing before the Committee on Public Works and Transportation, June 17, 1983.

98-51—Authorizations for the Natural Gas Pipeline Safety Act of 1968; the Hazardous Liquid Pipeline Safety Act of 1979; and the Hazardous Materials Transportation Act of 1974. Hearing before the Subcommittee on Surface Transportation, March 21, 1984.

98-52—Current and Proposed Security Relating to the U.S. Capitol Building and Grounds/Master Plan for the U.S. Capitol Grounds and Related Areas. Hearing before the Subcommittee on Public Buildings and Grounds, November 15, 1983.

98-53—Permanent Certification of United States Air Carriers for International Air Transportation. Hearing before the Subcommittee on Aviation, May 31, 1984.

98-54—To Amend the John F. Kennedy Center Act to Effect Agreements on Financial Relationships between the Board of John F.

Kennedy Center for the Performing Arts and the Secretary of the Treasury. Hearings before the Subcommittee on Public Buildings and Grounds on H.R. 5409, April 11 and 12, 1984.

98-55—Surface Transportation Issues. Hearings before the Subcommittee on Surface Transportation, February 7, 8, 9, 22, 23, 28, 29, March 1, 6, and 7, 1984.

98-56—Potential Health Hazards Associated with the Use of Asbestos-containing Material in Public and Private Facilities. Hearings before the Subcommittee on Public Buildings and Grounds, February 24, 1984, at San Francisco, California, and March 21, 1984, at Washington, DC.

98-57—Reauthorization Of and Possible Amendments To the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (Superfund). Hearings before the Subcommittee on Water Resources on H.R. 5640, May 15, 16, and June 13, 1984.

98-58—Watershed Projects (Turkey Creek Watershed, Oklahoma; Indian Creek-Van Buren Watershed, Iowa and Missouri). Hearing before the Subcommittee on Water Resources, August 1, 1984.

98-59—Legislation to Improve Airline Safety. Hearings before the Subcommittee on Aviation, July 26, August 1 and 2, 1984.

98-60—Implementation of the Motor Carrier Act of 1980. Hearing before the Subcommittee on Surface Transportation, June 20, 1984.

98-61—Federal Highway Administration's Stewardship of the Resurfacing, Restoration, and Rehabilitation (3R) of Roads other than Freeways. Report by the Subcommittee on Investigations and Oversight. (Committee Print.)

98-62—Oversight of the Household Goods Transportation Act of 1980; and the Bus Regulatory Reform Act of 1982. Hearing before the Subcommittee on Surface Transportation, October 2, 1984.

98-63—Report of the Airport Access Task Force. Hearing before the Subcommittee on Investigations and Oversight, May 17, 1983.

98-64—Aviation Safety (Aircraft Passenger Survivability and Cabin Safety). Hearings before the Subcommittee on Investigations and Oversight, July 12, 13, 14, November 1 and 2, 1983.

98-65—Progress of the Century Freeway (I-105) in California. Hearing by the Subcommittee on Surface Transportation, August 16, 1984, at Downey, California.

98-66—The National Infrastructure Act. Hearing before the Committee on Public Works and Transportation on H.R. 5948, September 27, 1984.

98-67—Health Hazards Associated with Asbestos-Containing Materials in Public Facilities. Hearings before the Subcommittee on Public Buildings and Grounds, October 2, 1984, at Washington, DC, and October 22, 1984, at St. Louis, Missouri.

98-68—U.S. Route 422 By-pass, Indiana, Pennsylvania. Hearing before the Subcommittee on Surface Transportation, October 15, 1984, at Indiana, Pennsylvania.

98-69—Implementation of the Ports Access Demonstration Project Authorized by the Surface Transportation Act of 1982, and Future Ports Access Needs. Hearing before the Subcommittee on Surface Transportation, October 24, 1984, at Long Beach, California.

98-70—Highway and Transit Needs, State of Arizona. Hearing before the Subcommittee on Surface Transportation, October 17, 1984, at Tucson, Arizona.

98-71—Hazardous Waste Contamination of Water Resources (EPA Enforcement of the Superfund Program). Hearing before the Subcommittee on Investigations and Oversight, February 24, 1983.

98-72—Hazardous Waste Contamination of Water Resources (Management of the Superfund Clean-up Program). Hearings before the Subcommittee on Investigations and Oversight, March 4 and 9, 1983.

98-73—Hazardous Waste Contamination of Water Resources (EPA Implementation of the Superfund Program and Lead Pollution Problems in Dallas, Texas.) Hearings before the Subcommittee on Investigations and Oversight, March 16 and 24, 1983.

98-74—Hazardous Waste Contamination of Water Resources (EPA Policies and Management for Enforcing the Superfund Law). Hearings before the Subcommittee on Investigations and Oversight, May 26 and June 3, 1983.

98-75—Hazardous Waste Contamination of Water Resources (Compensation of Victims Exposed to Hazardous Wastes). Hearings before the Subcommittee on Investigations and Oversight, July 20, 21, 26, 27; November 8 and 9, 1983.

98-76—Hazardous Waste Contamination of Water Resources (Department of Defense Programs for Clean-up of Hazardous Waste Sites). Hearing before the Subcommittee on Investigations and Oversight, August 10, 1983.

98-77—Hazardous Waste Contamination of Water Resources (Superfund Clean-up Policy and the Seymour Recycling Case). Hearings before the Subcommittee on Investigations and Oversight, October 18; December 14 and 15, 1983.

98-78—Hazardous Waste Contamination of Water Resources (Superfund Clean-up Policy and the Seymour Recycling Case). Hearing before the Subcommittee on Investigations and Oversight, December 20, 1983.

98-79—Hazardous Waste Contamination of Water Resources (Superfund Clean-up Policy and the Seymour Recycling Case). Hearings before the Subcommittee on Investigations and Oversight, March 13, 14, and 15, 1984.

98-80—Implementation of the Federal Clean Water Act (Management of the Construction Grants Program and the Elk Pinch and Malden, West Virginia, Wastewater Treatment Projects). Hearings before the Subcommittee on Investigations and Oversight, May 23, 1984.

98-81—Implementation of the Federal Clean Water Act (EPA Enforcement of the National Pollutant Discharge Elimination System Permit Program). Hearings before the Subcommittee on Investigations and Oversight, March 7, 8; September 19, 1984.

98-82—New York City's Action in Permanently Retiring Grumman Flexible Model "870" Transit Buses. Hearings before the Subcommittee on Investigations and Oversight, April 27, 1984, at New York, New York, and May 31 and June 7, 1984, at Washington, DC.

98-83—Status of the Air Traffic Control System. Hearings before the Subcommittee on Investigations and Oversight, May 4, June

7, October 28, 1983; March 20, 21, 22, 27, 28, 29, April 4, June 26 and 27, 1984.

98-84—FAA Regulation of 9-seat and Under Passenger Aircraft. Hearing before the Subcommittee on Investigations and Oversight, September 27, 1983.

98-85—Zilwaukee Bridge, Saginaw, Michigan. Hearing before the Subcommittee on Investigations and Oversight, February 18, 1983, at Saginaw, Michigan.

98-86—Premature Roadway Deterioration of Interstate 10 Near Tallahassee, Florida. Hearing before the Subcommittee on Investigations and Oversight, March 30, 1984, at Tallahassee, Florida.

98-87—Status of the Air Traffic Control System. Report of the Subcommittee on Investigations and Oversight. (Committee Print.)

98-88—Impact of Weather on Aviation Safety. Report of the Subcommittee on Investigations and Oversight. (Committee Print.)

98-89—Difficulties in Implementing United States-Korea Aviation Bilateral Agreements. Hearing before the Subcommittee on Investigations and Oversight, May 30, 1984.

98-90—Summary of Legislative Activities of the Committee on Public Works and Transportation. (Committee Print.)

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